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ELEVATOR AT PHILADELPHIA.

The elevator which the Pennsylvania Railroad has been constructing at Park Avenue and Clearfield Street, Philadelphia, is completed and in operation by the Keystone Elevator and Warehouse Company, lessees. This plant, with a capacity of 500,000 bushels, is one of the most complete structures of its character in the East, and every modern facility for the handling and storing of grain has been installed. The following description, together with the engraving from a photograph, which is here with reproduced, will prove interesting.

The main structure is 70x126 feet and 90 feet high, and is surmounted by a cupola five stories high, making the total height 170 feet. The entire structure is covered with corrugated iron.

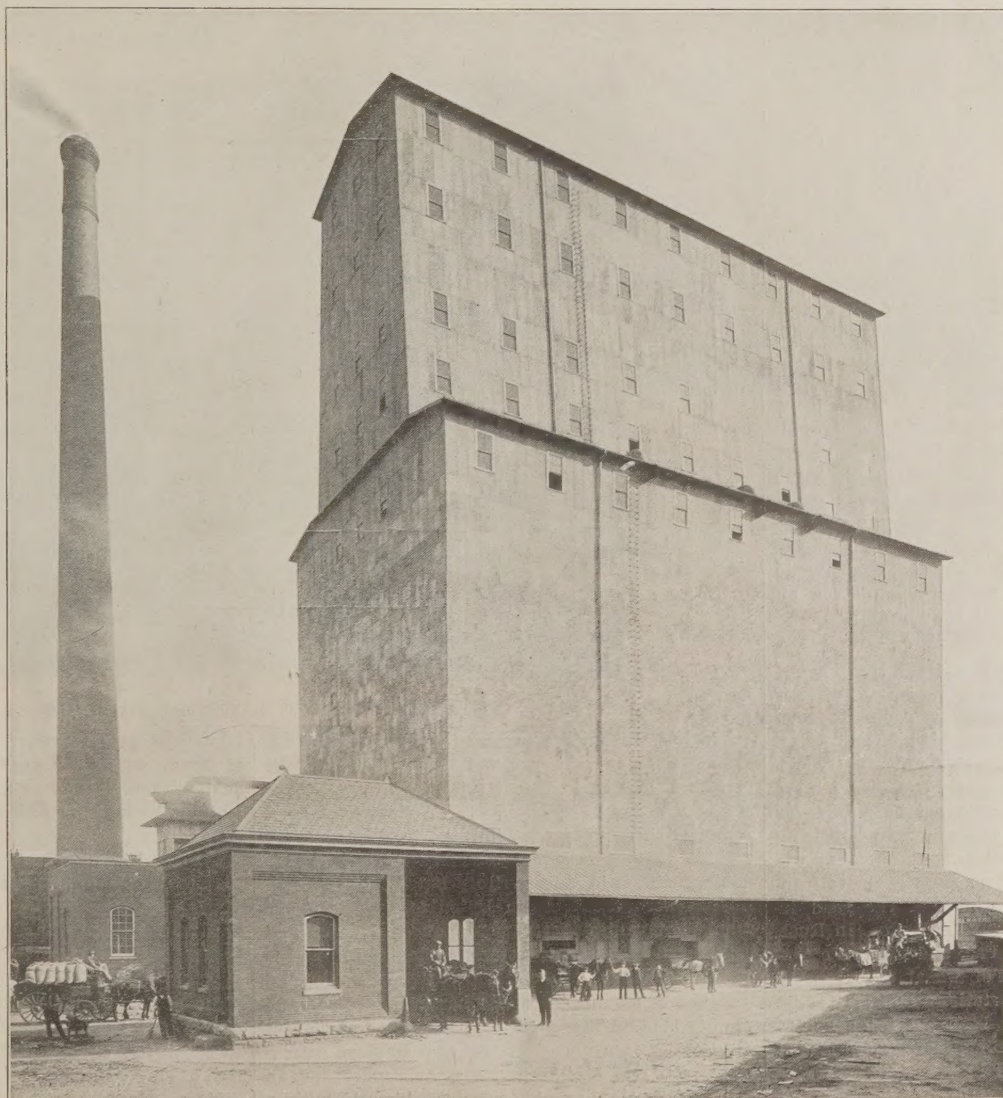
On the first floor there are two tracks with a capacity of six cars; and by the special arrangement of tracks, the placing of loaded and removal of empty cars is done with great rapidity. Adequate facilities for the unloading of cars is furnished by double automatic power shovels; and for loading outbound cars there are three loading spouts equipped with Sandmeyer Improved Loaders, with a capacity of 1,000 bushels in four minutes. There are also on this floor two car pullers of great power, one pair

of 5,000-pound dormant scales, and one six-bushel Union Scale and Manufacturing Company's Automatic Bagging Scale.

The grain after being emptied into the sinks is elevated by three stands of elevators, with a capacity of 12,000 bushels each per hour, to the top floor

of the cupola and there discharged into three receiving garnerers of 2,500 bushels' capacity each. Directly under these garnerers are the hopper scales of 2,000 bushels' capacity, from which the grain is discharged through 18-inch double-jointed trolley spouts into the different storage bins. The scales are also arranged to spout to a 36-inch reversible belt conveyor, from which a four-pulley reversible tripper discharges into any bin in the house. There are two large special receiving separators with a capacity of 5,000 bushels each per hour, one oat clipper and special machinery for the handling of off-grade grain, and pony elevators carry the grain from the cleaners to the scales from which it can be discharged directly into storage bins if desired.

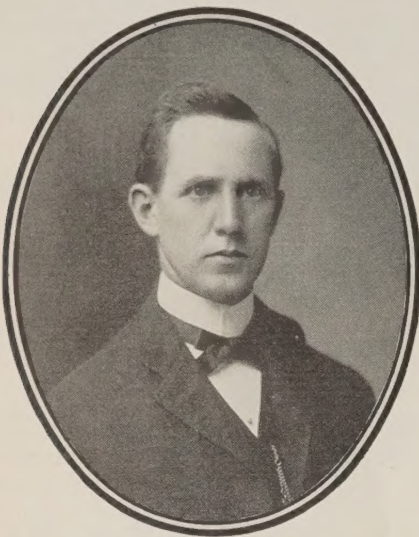
The power plant is built of pressed brick, with the engine room separated from the boiler room. The 300-horsepower Babcock & Wilcox Boilers are used for generating steam and a 400-horsepower Allis-Chalmers Engine furnishes the power, which is distributed throughout the building by rope transmission. By the use of friction clutches, each machine is made independent of the others. The bearings throughout the house are of the ring-oiling type and dust-proof. The main drive shaft on the first floor is 9 inches in diameter and with a 7-inch shaft on the fourth floor supplies the power to the



PENNSYLVANIA RAILROAD CO.'S ELEVATOR AT PHILADELPHIA, THE KEYSTONE ELEVATOR & WAREHOUSE CO., LESSEES.

machinery and elevators. In addition to being equipped with automatic sprinklers, there is a fire-pump of 750 gallons' per minute capacity, located in the boiler room, and 100 pounds pressure is maintained upon the entire fire service throughout the building. Each floor is equipped with four 50-foot lengths of two-inch cotton hose, with fire engine nozzles and constantly attached to standpipe. The building is also equipped with a passenger elevator of one ton capacity.

The stack is of the well known Costodus pattern, 180 feet high and 13 feet in diameter at the base,



C. A. BURKS, DECATUR, ILLS.

and was erected by the Costodus Stack Chimney Company.

There is also a pressed brick office building one story high and twenty by forty-six feet in size, in which is located a pair of Fairbanks Type-registering Beam Wagon Scales for use in local deliveries. All the scales have the Fairbanks Type-registering Beams, except where noted.

The cleaners were manufactured by the Invincible Grain Cleaner Company. The elevating, conveying and power transmitting machinery was furnished by the Weller Manufacturing Company of Chicago. The bins, which are sixty-two feet in height, are built of No. 2 hemlock, and all framing material is of No. 1 long-leaf yellow pine surfaced on all sides. A complete system of floor sweeps and dust pipes keeps the elevator clean, and in addition conveys the dust from the cleaners to the boilers.

The plans were drawn by Geo. M. Moulton & Co. of Chicago, the building being erected by Seely, Son & Co. of Fremont, Neb. While the names of the architect and contractor are sufficient to indicate the character of the building which has been erected, no small share of the praise is due to Lewis H. Barker and his assistants, R. F. Hansen and Edward Feaster, representatives of the Pennsylvania Railroad, for the intelligent supervision given all details during the erection of the elevator.

AS IT IS IN KANSAS.

Shippers of grain in Kansas continue to complain of inadequate service and high freight rates. Everywhere in the wheat country the country elevators are full and switches at November 1 were crowded with cars which could not be moved for want of motive power; or, at least, were not being moved. On October 29 notice went out that the Mo. P. system would accept no more grain to Kansas City; although the yardmen of the road in that city denied there was any blockade. In Rush County, with both the Mo. Pac. and Santa Fe systems, thousands of bushels of wheat are reported rotting for want of transportation; and at Kansas City arrivals of grain have been cut to about 100 cars as a maximum, with an estimated 3,000 loaded cars of wheat side tracked in the state.

Another complaint is the refusal of the roads at Kansas City to obey the explicit command of the

Missouri Railroad Commission that they provide holdover tracks where the grain shall be held until the Missouri and Kansas inspectors shall have had an opportunity to inspect it. The Board issued this order some time ago, but it has never been obeyed. Instead the roads have continued distributing the cars of grain about their yards in the same haphazard fashion that characterized the delivery before the order was issued; and when the inspectors are not able to get at the cars and report their inspection inside of the forty-eight hour limit, the railroads levy \$1 a day for each day the car lies in the yards. This charge the receivers mean to combat, it being impossible for inspectors to examine the cars, as they claim, within forty-eight hours, so long as the cars are scattered.

C. A. BURKS.

One of the best known grain brokers in Illinois is C. A. Burks of Decatur, who has operated as track buyer and broker in Decatur during the past three years, after a long prior experience as operator of county stations. During the past year in particular he has reduced his grain business to the brokerage basis, and has devoted his time and attention to that line of work, together with handling of elevator properties as a broker. In both branches of his business he has been eminently successful. During the year he has sold no less than twenty-one elevator properties; while the extent of his brokerage patronage may be estimated by the fact that his line of accounts includes such firms as the United Grain Company of Chicago, Buffalo and Toledo; J. S. Lapham & Co. of Detroit; Union Grain & Hay Company of Cincinnati; H. L. Halliday Milling Company of Cairo; Wm. D. Orthwein Grain Co. of St. Louis; Geo. W. Brooke of Atlanta, Ga., and Hammond & Snyder of Baltimore, Md.

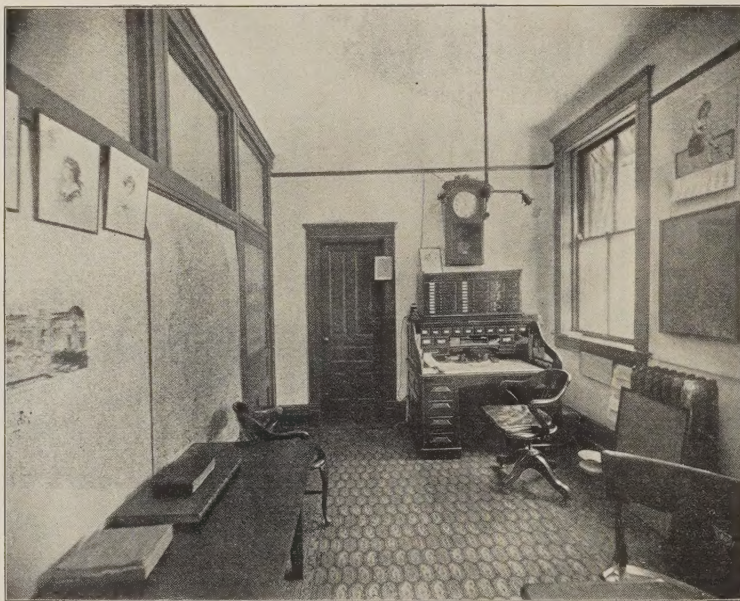
Mr. Burks is essentially a systematic worker, and at a time when system is so essential to success

shippers of the territory which he covers and also the latest vertical and horizontal files for correspondence. In short, Mr. Burks knows that in order to be able to handle the volume of business which he is handling, he is compelled to surround himself with the very latest and best equipments, and no device nor system is too good for him and his accounts. The accompanying picture is from a photograph of his private office.

Mr. Burks' name is familiar to all association men in the grain trade in connection with the work of the Illinois and the National Grain Dealers' Associations, having been an active member of the Illinois Grain Dealers' Association ever since going into the elevator business, and later a member of the Grain Dealers' National Association since embarking in the track buying of grain. He is also secretary of the Decatur Merchants' Exchange, an organization of grain men in and about Decatur, and he has been twice chairman of the trade rules committee of the Grain Dealers' National Association. He is at present a member of the arbitration committee of the Illinois Grain Dealers' Association and a member of the trade rules committee of the same organization. He is indeed one of the hard-working members of every organization to which he belongs,—a man whose wisdom and good judgment are relied upon by all who know him and appreciate the dignity and high tone of his personal character and the integrity of his business methods.

WEIGHING AT NEW ORLEANS.

Both the New Orleans Maritime and Merchants' Exchange and the New Orleans Board of Trade have taken steps to perfect the systems of weighing public grain in that city. In the Board of Trade the grain committee has taken the matter in charge; and Secretary Muller says: "Undoubtedly it will terminate in the establishment of either an official



PRIVATE OFFICE OF C. A. BURKS, DECATUR, ILLS.

(though often made a useless fad by naturally unsystematic men), he prides himself that his suit of offices, located in the "Review" Building at Decatur, is without exception, as he believes, the most completely equipped office for the buying of grain for his various accounts possessed by any broker doing business in this territory outside of Chicago. He has both the Western Union and Postal Telegraph Companies' instruments on his desk, and both local and long distance telephones in his office. An electric time stamp registers the in and out time of all messages. He has an addressograph for his bidding list, printing press, type and outfit for issuing card bids, etc. He also employs a traveling man and bookkeeper, a stenographer and an office boy. He has also provided himself with a safe containing a card index system for lists of

bureau of weights under the auspices of the Board of Trade or in the organization of a local grain dealers' association, as a branch of this exchange, which will take up and supervise all matters relating to the grain trade, both export and local."

The Maritime Exchange's weighing bureau is also the result of the Minneapolis convention, Inspector W. L. Richeson having told the writer that his first work on returning home would be to reorganize the entire system in connection with his work as Chief Inspector,—appreciating, as he came to, while at Minneapolis, the keen desire on the part of shippers to his market for a supervising bureau to check the weights and to report fully the condition of cars on arrival at New Orleans.

New Orleans has certainly shown commendable zeal in meeting the situation promptly.

WEIGHING RECORDS IN MINNESOTA.

The Minnesota state Railroad and Warehouse Commission has refused free inspection to the public of the records of the weighing department of that office on the ground that free access to such records might result in "trumped-up" complaints of shortages which would be charged to the railway companies. The shipper pays 25 cents per car for weighing.

Previous to the inauguration of the present, Van Sant, state administration, the department noted upon all certificates of weight the condition of cars on arrival; if in bad order, the character of the damage to the cars. These notations are still made a part of the official records, but they are no longer noted on the weight certificates, and information concerning them can be obtained only after a vexatious amount of red tape has been unwound. In other words, when the receiver learns from his shipper that, according to the certificate of weight, a certain car was short upon its arrival at the terminal elevator, he must go to the weighing department and get a blank to be sent and filled out by the shipper. The blank requires the shipper to give all information as to the car, its starting weight, condition of the scales on which it was weighed, etc., the questions numbering about twenty, more or less. The shipper sends this back to the receiver, who then addresses it to Weighmaster Sutphin and then receives later a letter giving him the desired information as to the condition of the car, which might have been obtained without difficulty or annoyance or delay to any one by the expenditure of ten minutes' time. The information can thus be obtained, for the department would not dare to refuse it absolutely, but it is made as difficult as possible and is surrounded by about as much red tape as it is possible to devise.

A Duluth firm, it is stated, will go into court to obtain a legal opinion on the merits of the Commission's rule.

IN A TANGLE.

The directors and stockholders of the Farmers' Grain and Lumber Company at Firth, Nebr., says a special correspondent of the Omaha Bee of October 27, were to hold a meeting within the next few days for the purpose of discussing the advisability of changing the management of their elevator and lumber yard at that point. For some time the stockholders have been at outs among themselves, all because each one has a different opinion as to how the business should be run. The officers of the company consist of J. Martin, president; Henry Hickman, vice-president; J. Van Berg, secretary and treasurer; N. W. Kallemeyn, manager. The directorate of seven consists of M. Kreuger, W. Kreuger, W. Kramer, G. Tenhauzen, E. Richardson, C. T. Springer and M. Kline. The directors are divided as to how the business should be run and the first three are opposed to the management of Mr. Kallemeyn. They have refused to sell all their grain to the company and are taking it to the other dealers at the same place, although a penalty of 1 cent per bushel is assessed against them by the company for so doing. The company is capitalized at \$18,000, has a paid-up capital of \$6,000, and is said to have liabilities amounting to about \$9,000, consisting of notes, etc.

Mr. Kallemeyn, the manager, was formerly a barber at Firth and was instrumental in inducing the farmers to invest their money in the co-operative venture. Many at the time of going into the venture were persuaded they would receive more per bushel for their grain than they did of the regular grain buyer, but the regular buyer pays from 1 to 2 cents more a bushel than the co-operative company. No dividend has been declared on the co-operative stock. Meetings have been held by some of the interested stockholders, frequently of late, to devise a plan of action; and a change of managers seems to be imminent.

"Coöperation is not a success," asserts one of the stockholders. "We supposed that we would be

able to get from 5 to 10 cents a bushel more for our grain by this method than otherwise, but we find that we get less. It is impossible for us to sell as well as the old companies; and as long as we cannot do this we cannot pay more. The old company is not fighting us, but it is experience that counts. When we sell our grain to a regular buyer, we get our money and he takes the risk of loss. When we handle our own stuff we do not get much for it, and then, if there is a loss, as stockholders we must stand it. Our chances of loss are 100 per cent greater than those of the regular buyer. I am through with coöperation."

M. H. VAUGHAN'S ELEVATORS.

The business of M. H. Vaughan of Caro, Mich., requires much more extensive buildings than that of the grain dealer exclusively, handling, as he does, beans, seeds, hay and grain, together with apples, potatoes, salt, coal, tile, etc. The plant, as will be seen by the picture, is composed of three



GRAIN AND BEAN ELEVATORS OF M. H. VAUGHAN, CARO, MICH.

sections, the first 50x40x10 feet in size being of brick and used as a warehouse, the office being in the corner. Next to the warehouse stands the bean elevator which is 24x24x24 feet in size, and is also of brick. Next to this is the grain elevator, 24x24x30 feet in size, with bin room for about 10,000 bushels. It is built of cement. All these buildings have an 8-ft. basement. They are all heated by steam and lighted by electricity.

The engine room is in a detached structure, 16x20 feet in size, standing in the rear of the buildings shown. It contains a 25-horsepower engine and 45-horsepower boiler.

The hay barn, coal sheds and another store room for general purposes does not show in the picture, nor do the 250 feet of track on Mr. Vaughan's own ground adjoining the Michigan Central road. So that all considered the establishment is very complete and well equipped.

The plant just described was built and ready for business only about eighteen months ago, but Mr. Vaughan had been in the elevator business at Caro for sixteen years previous and he has a very comfortable business indeed.

A grain buyer at Grainfield, Kans., used the wagons in his implement stock to store wheat while waiting for cars.

THE EPPINGER SHORTAGE.

When the house of Eppinger & Co. failed in San Francisco in June last, it was charged that there was a large shortage of grain in the firm's grain warehouses, compared with outstanding warehouse receipts for grain. The warehouse receipts called for 38,000 tons of No. 1 wheat, whereas the agent of the creditors and the public prosecutor's office could find only 4,000 tons of wheat, rye and barley, including sweepings and screenings, which were sold for about \$100,000.

Subsequently Jacob and Herman Eppinger of the firm were indicted on a charge of obtaining money under false pretenses and their trial is now in progress. As a part of the evidence in this case, the prosecutor's agent brought into court from the firm's warehouses some 1,500 empty grain sacks as mute witnesses to the transactions of the firm at their warehouses prior to the time of the failure which resulted in the wrecking of the firm. These sacks were all labeled to indicate the condition in

which they were found and what they contained and were so numbered that comparison with the warehouse receipts and other records showed what they were supposed to contain; that is to say, No. 1 wheat, but actually they contained only sweepings and screenings.

JOE A MONEY MAKER.

"Joe" Leiter's statement that he has paid off nearly the entire amount of indebtedness incurred some years ago, when he attempted to corner the wheat market, was confirmed in New York on October 17 by leading Produce Exchange members, who were among his creditors. Leiter owed several million dollars after his wheat "corner" collapsed. One of the members of the Exchange said:

"Joe Leiter does not owe a dollar in the grain trade, either in this city or in Europe. All his debts on that account were paid soon after his failure. His father, I think, put up most of the money, as was stated at the time. The only money he owes now on account of that deal is in Chicago. I am sorry 'Joe' got on the wrong side of the stock market here this year, as I see he said he did, but then everybody else is in pretty much the same fix in that respect, so he is in good company on the Stock Exchange."

OMAHA ON THE MAP.

President A. B. Stickney, whose Chicago Great Western Railway has recently broken into Omaha, has made his first move in the game to make that point a grain market instead of a way station on the route to the cleaning and transfer elevators at Council Bluffs. His first step is the purchase of a 35-acre tract of land in South Omaha, and the organization of a subsidiary company styled the Omaha Grain Terminal Company with capital stock of \$100,000. On this tract tracks will be laid for the accommodation of elevators and flour mills. Sites at net cost will be offered to persons who will build, and the tracks will be connected with the Elkhorn, Burlington, Missouri Pacific, Rock Island, Union Pacific, Milwaukee and Great Western. It is said Mr. Stickney's plan provides for the railroads eventually owning and controlling the trackage facilities, so as to do away with switching charges.

No builders of elevators are as yet announced by name; but on Monday, November 1, there arrived in Omaha a party of Minneapolis gentlemen who as guests of President Stickney were ready to be impressed with the possibilities of Omaha as a grain market. The party was composed of representatives of the following firms: The Midland Seed Company, E. C. Warner; Electric Steel Elevator Company, G. F. Piper, Mr. Thayer and L. S. Gillette; Chamber of Commerce, James Marshall, president; E. S. Woodworth & Co., E. S. Woodworth; Washburn-Crosby Company, Frederick Atkinson; Consolidated Milling Company, H. P. Gallaher; Pillsbury-Washburn Flour Mills Company, James Andrews and J. M. Fairchild; Sheffield & King Company, Benjamin Sheffield; W. P. Devereux & Co., D. F. De Wolf; Great Western Elevator Company, Harry Douglas; Interstate Grain Company, C. E. Wenzel; Van Dousen-Harrington Company, G. F. Ewe; Marfield-Griffiths Company, J. R. Marfield; Minnesota and Western Grain Company, Mr. Christiansen; Calumet Grain Company, J. A. Pease; F. H. Peavy & Co., Charles Deaver; Way-Johnson & Lee, Mr. Lee; George C. Harper Grain Company, George C. Harper; Watson Bros., Hal Watson; Standard Elevator Company, L. T. Sowle; Daniels Linseed Company, J. W. Daniels; McCaull & Webster Company, J. L. McCaull; Gregory-Gennison Company, E. H. Gregory; Anchor Grain Company, A. F. Brenner; Simmons Milling Company and Red Wing Linseed Oil Company, N. K. Simmons; McDonald Grain Company, Ed Sumner.

The party were entertained at Omaha on their arrival at luncheon by the Commercial Club, where representative business men and bankers of Omaha met with them. After luncheon the party were taken for a trolley car ride through the best part of the city, including South Omaha. Returning in the evening dinner was served by the Commercial Club at the Iler Grand, the party starting for home at 7:45 p. m.

It also is announced that Pres. Stickney has induced a Minneapolis milling company to agree to build a big flouring mill on the tract.

His next move in the game was the announcement of a new proportional rate on grain through Omaha to points east, in effect on November 1. This proportional rate of 9 cents to the Mississippi River and 14 cents to Chicago and Minneapolis from Omaha, having placed Omaha on a parity with Kansas City, the business men of Omaha are of course in high feather and are preparing to organize a "truly" board of trade.

The new rate has of course been met by the other roads without any of the signs of "war," as predicted by the yellow reporters.

Chicago grain men are quite as well pleased with the rate as those of Omaha, as grain may now be expected to come through that gateway on through billing from west of the Missouri River, and instead of going mostly to the Burlington and Northwestern roads, which have had the best of the traffic for years, it will be divided among all roads. For years grain has gone around Chicago during the winter because there was no through propor-

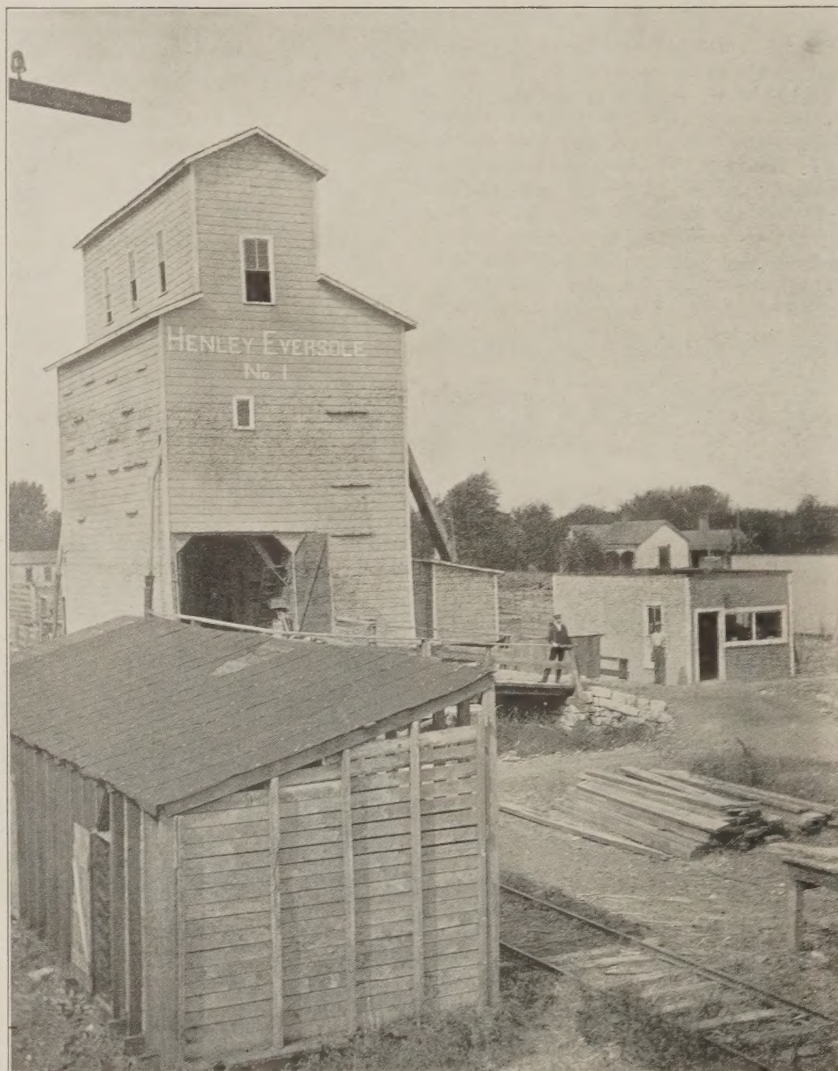
tional export tariff from Nebraska points, but now it is likely to be diverted to it.

As a side issue to this little flurry of excitement at Omaha, a barge line for carrying grain on the Missouri River has been talked of, not only at Omaha, but at St. Joseph and Kansas City, where the railway congestion still hampers business. Years ago grain was shipped out of Plattsmouth via the river by Jos. A. Connor, builder of the first grain elevator in Nebraska, at a time when all other shippers were using the "Q" road to Chicago at a 35-cent rate. Connor, who as an Illinois man from LaSalle County, knew all about handling grain by boat, got six barges from St. Louis through J. H. Teasdale & Co., and 10,000 sacks, which were filled with grain at Connor's elevator at Plattsmouth and sent to St. Louis at a 10-cent rate. This was about twenty-five

HENLEY EVERSOLE'S ELEVATOR.

Newman, Douglas County, Illinois, is a station good for 700,000 bushels of corn and oats annually; but as there are three elevators buying there, no great amount of money can be wasted in handling the grain, where a buyer hopes to get more than a living out of his business. At any rate, Henley Eversole, believing in the economy and satisfaction of a perfect-working house, employed the Weller Manufacturing Company of Chicago to design the elevator shown in the accompanying engraving, the side and end elevations of which are also given in the line engravings. These plans do not, however, show the self-feeding drag conveyor for ear corn added later.

The elevator has storage room for 23,000 bushels



HENLEY EVERSOLE'S ELEVATOR AT NEWMAN, ILL.

years ago, and shipments followed about once a week during the season. The railroads, however, managed to offer sufficient inducements and threats to ultimately break up the barge line, which has never been revived, nor is likely to be, considering the low rates now offered by rail and the treacherous character of the river itself.

DAYTON GRAIN DEALERS.

The Dayton district branch of the Ohio Grain Dealers' Association met in that city on October 29 with 125 members present. The following officers were elected for the ensuing year: President, Grant McMonan of St. Paris; Vice-president, Daniel Burns of Greenville; Secretary, M. W. Miller of Piqua; and Treasurer, C. N. Adlair of Piqua.

Corn that has won prizes aggregating \$6,700 will be one of Missouri's offerings to the universal corn display that will be a feature of the agricultural exhibit at the World's Fair.

of grain, with loading capacity of twenty cars per day of ten hours. Nevertheless it is practically a one-man elevator, one employe in the house having handled 11,000 bushels of oats in a single day (all elevated in 6x11-in. buckets) and he was not as busy doing it as the man who weighed them. There are three dumps,—one for ear corn and two for shelled corn and oats, with three sinks for 300 bushels each. The grain is elevated by two stands of elevators, with 7x17-in. and 6x11-in. buckets respectively. For loading there are two galvanized steel spouts from the top of the elevator (52 feet high) to the cars, one spout from each elevator, so that two cars can be loaded simultaneously with either corn or oats, and cars trimmed without shoveling, as the fall of the grain is sufficient to send it to the ends of the car. Indeed, 1,900 bushels of oats have been loaded into one car with no other labor than the turning of the flexible spout to give direction to the falling grain. All of the handling machinery is controlled by ropes from the dump

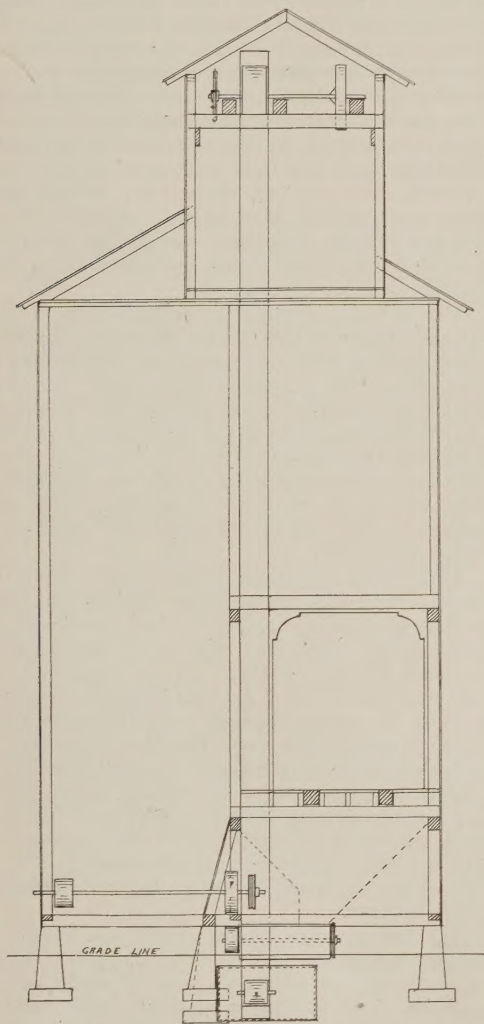
floors, including the friction clutches in several parts of the building.

The sheller is a Marseilles of 800 bushels' capacity per hour and the cleaner a Western Shaker. The engine is a 22-horsepower Fairbank-Morse, gasoline, located in an engine room in the rear of the office.

There are few country elevators in Illinois that are more easy to operate; and the owner takes great satisfaction in knowing that it is equal to any emergency he is likely to meet under normal transportation conditions.

NEBRASKA SCOOPER AFTER CARS.

C. W. McComb, a scooper at Wilsonville, Furnas County, Nebr., on October 21 secured a writ of mandamus from the Supreme Court of the state, directing the C., B. & Q. R. R. Co. to "supply forthwith to the said McComb whenever demanded by him



—END ELEVATION—

HENLEY EVERSOLE'S ELEVATOR.

from you through your local agent at Wilsonville or otherwise, empty grain cars at the rate of two cars for every three cars supplied to the opposition buyer or elevator; that you afford to the said relator equal facilities in all respects with the said elevator, its owner or owners, for the loading and shipment of grain from the relator's bin to the said cities of Omaha, Kansas City, St. Louis and Chicago, and that you cease all discriminations of every kind and character against the relator and in favor of the elevator, its owner or owners, or that you appear before the Supreme Court at the city of Lincoln on the 4th day of November, 1903, at 9 o'clock a. m., to show cause why you refuse to do so."

McComb claims that while his competitor at the local elevator received at least twenty-five cars during the two weeks next preceding the filing of his petition, he received but two cars, and that the more he complained the fewer cars he got.

"Be friendly; write occasionally."

MORE CANADIAN ELEVATORS.

The Canada Atlantic Transit Company (Parry Sound Route) will erect during the coming winter another elevator at Depot Harbor on Parry Sound, Ontario, which will have 1,250,000 bushels' storage capacity. It will be operated by Mackenzie & Moon.

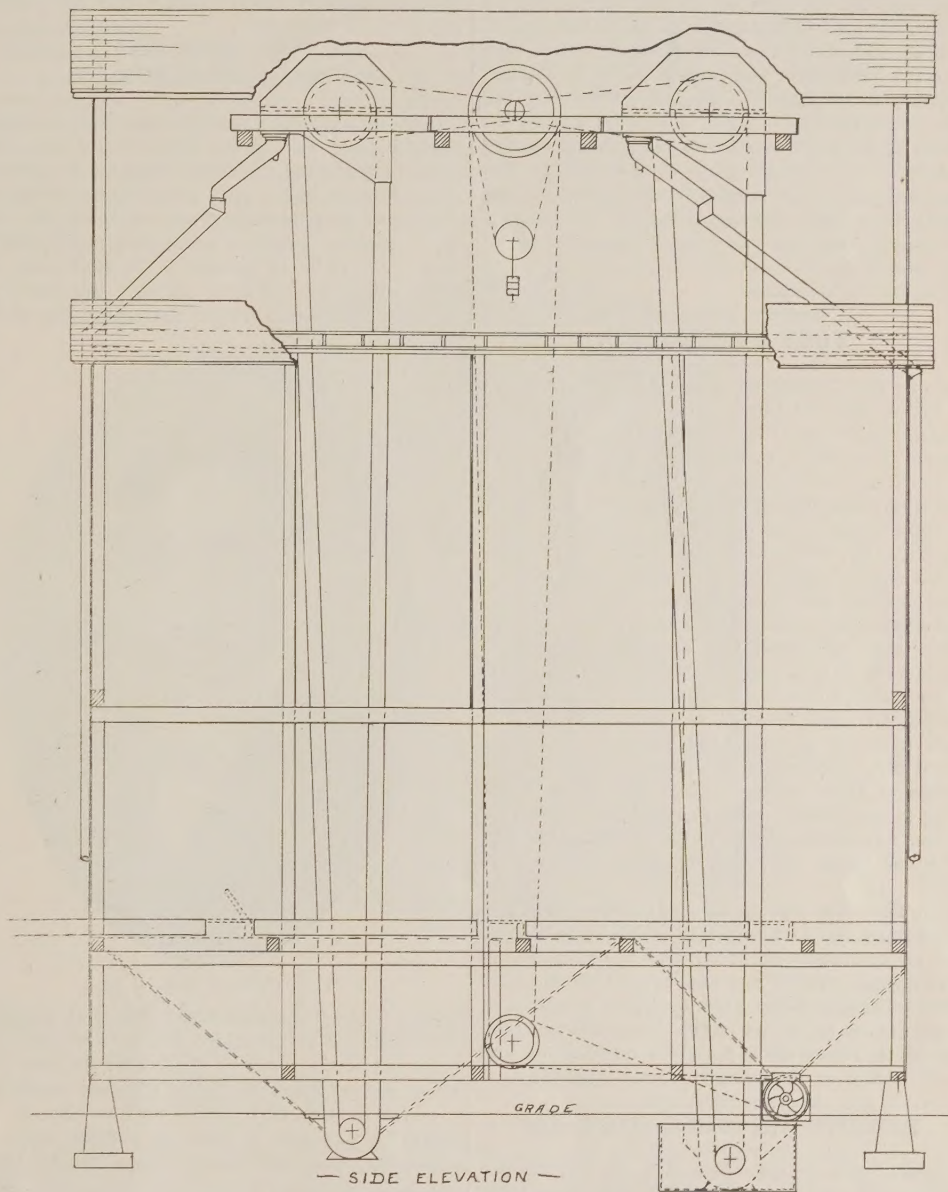
Grain has been going into the tanks of the new steel Elevator No. 1 of the C. P. Ry. system at Fort William, now receiving the finishing touches by the Macdonald Engineering Company of Chicago, the engineers and builders. At November 1 there

with a capacity of 2,000,000 bushels. These will probably be brick structures.

The engine house 42 by 60 feet in size will contain a tandem engine with three boilers of 400 horsepower. The handling capacity will be four cars unloading and two cars loading at the same time, or at least 160 cars per day.

Artesian wells will be sunk to supply the building with water, and to ensure an emergency supply a cistern of 50,000 gallons' capacity will be constructed. A stand pipe will be put in, with two-inch plugs on every floor, and a steam pump.

The contract for building the plant (costing



—SIDE ELEVATION—

HENLEY EVERSOLE'S ELEVATOR AT NEWMAN, ILL.

were six or eight tanks ready for grain and at least 100,000 bushels had been put into the tanks.

Work began on October 21 on the excavations for the Crown Grain Elevator Company's big new elevator at St. Boniface, a suburb of Winnipeg, which will be the largest storage elevator and grain cleaning plant in the province of Manitoba. When completed the building will be a combined terminal elevator and cleaning house, with machinery for treating all kinds of grain, mixing, drying, etc. The elevators will be located on eighteen acres owned by the company in St. Boniface, east of the transfer tracks, between the Canadian Northern and Canadian Pacific Railways, two tracks from each of which companies will be built into the plant.

The main building will be 50 by 70 feet and 150 feet high. There will be storage capacity for 250,000 bushels, but the house will be used as a cleaning, drying and mixing warehouse for the benefit of all shippers. In addition to the main building the company will construct tank storage bins

\$150,000) has been awarded to W. S. Cleveland of Minneapolis, who in the past season has built and completed forty-one elevators in Manitoba, Assiniboia and Saskatchewan. Of these twenty were for the Imperial Elevator Company, eighteen for the North Star Grain Company, two for the Northern Elevator Company and one for William Hope of Carberry. The average capacity of these was 30,000 bushels making a total additional capacity of 1,230,000 bushels. Wagon dump scales were installed in each of these new buildings, as were also small cleaning machines.

A correspondent to the New York Times, evidently a scientist, has attacked the theory that "mummy wheat," "prehistoric corn" and other similar alleged ancient grain has ever been known to germinate. With reference to corn especially he states that the Mound Builders and the American Indians always parched their corn before storing it and that while corn has been found in caches and mounds it has invariably been baked.

WEIGHING REFORM AT COLUMBUS, OHIO.

On October 29, President Spahr of the Columbus Board of Trade appointed E. A. Cole, J. H. Dunn and W. F. Hoffman members of a committee "to investigate all matters relative to the weighing and inspection of grain, of which Eastern buyers and Western shippers of grain weighed in Columbus have recently made complaints of a minor character."

This action was taken in response to a report filed with the directors on October 28, passing on complaints filed in regards to weighing and inspection at that point. The report in substance said that the out-weights and inspections were not satisfactory to consignees. It appears that there are now two inspectors of equal authority; and E. W. Seeds, of the grain committee, has presented to the Board for action a new set of rules abolishing this dual authority and lodging responsibility in the hands of a chief inspector. He declared the inspection at Columbus has been so bad that a Western association secretary felt it his duty to go to Columbus to investigate.

FOSS SURPRISED.

H. A. Foss, weighmaster of the Chicago Board of Trade, who had charge of the transportation arrangements for the Chicago delegates to the grain dealers' convention at Minneapolis, was presented on October 14, at the Board of Trade building, with a case of silver knives, forks and spoons, as a token of appreciation of his services by those who made the trip. Mr. Foss was inveigled into the presence of his friends assembled for this purpose, and before he could get away, Secretary Stone made the presentation in his happiest manner.

Mr. Foss protested, and at first attempted to decline the gift, as had been his habit in the past when occasion offered; but Capt. I. P. Rumsey reminded him that, after all, the silver was for Mrs. Foss and the children; and he (Capt. Rumsey) hoped that there would be enough members of the "Tribe of Foss" to take one piece each as a souvenir of their father; for, as he said, the "Foss kind of men" are much needed in this world at this and all other times, and there can't be too many of them.

Mr. Foss was visibly affected; but managed to make reply and to accept that which he saw could not be graciously declined; and the sincerity of his response was no less undoubted than his well-known disposition and habit to refuse any form of compensation or reward or "testimonial" other than his official salary for any service rendered by him to the Board or its members or their patrons.

RULING ON SEED DUTIES.

Judge Waite of the Board of U. S. General Appraisers has rendered a decision in the appeal cases of D. M. Ferry & Co. and Lohman Seed Company of Detroit from the collector of that port, sustaining the importers. The collector thought the valuations returned too low, although the importers' specifications were approved by the local appraisers.

The testimony taken by Judge Waite would seem to have supported the importers' contention (1) that garden seeds are to be classed with those commodities which have what may be termed a personal characteristic, such as belongs to works of art or articles dependent for their value upon the reputation of the producer, and (2) that practically all the garden seeds under consideration are produced upon contract, the usual quantities being quite large. The conclusion was, therefore, arrived at that there are no wholesale prices abroad for garden seeds, although the treasury's special agents thought they had discovered in Europe what might be considered wholesale prices. Yet it is said to be a well established fact that much of the garden seed imported into this country comes from Germany, France and England, and is grown almost exclusively for exportation to the United States, there being little or no demand for seeds of the

kind in those countries; and that in contracting for seeds the importers rely upon the personal responsibility and reputation of the foreign contractors, as inferior seeds imported and sold in this country would entail serious financial loss to the buyers.

In fixing the duty, therefore, the American customs authorities should arrive at the invoice price under section 11 of the customs administrative act by analogy. In practice, the importers have been forced to raise the entered value of their invoices in order to avoid penalties, or take the risk of having penalties imposed which would involve the expense and delay of an appeal.

W. C. CROLIUS.

Grain men are not unknown in the political arena; but few come into public office at any age, more often campaigning for others than for themselves, and still fewer, at the early age of thirty-six, become mayors of as important towns as Joliet, Ill. But W. C. Crolius, mayor of Joliet, and representative in that city of W. H. Laidlaw & Co. of Chicago, has been called "the get-there mayor," who not only carried Joliet with a whoop last spring, but at the



W. C. CROLIUS, JOLIET, ILL.

recent meeting of the National League of American Municipalities at Baltimore was elected first vice-president of that body by the largest majority ever given any candidate elected at a League meeting.

Mayor Crolius is a native of Brooklyn, N. Y., where he was born in 1867, his parents being descendants of an old Knickerbocker family which had been residents of New York since 1789. He is a Democrat, who comes naturally by his politics, his great-grandfather having bonded Tammany Hall in 1803, while his uncle, Clarkson N. Crolius, was speaker of the house of representatives in New York in the 'sixties and another uncle the first donor to the Bartholdi Statue Fund for the location of the pedestal on Bedloe's Island in New York harbor. Some years ago he lived at Rockford, Ill., where he was unsuccessful in business, and was in recent years represented by Robert Lindbloom and Finley Barrell & Co., and is said to be rich.

A personal acquaintance, writing of him to a Rockford journal, says: "Mayor Crolius is what is found now and then, an intensely practical politician who believes that women should be permitted to vote. He thinks that if they were given the right to vote at an elections, there would be as many avail themselves of the right as there are men who vote, but he holds that even if but few voted they should have the right. His idea is that if there is but one woman in the country who wants to vote she should be allowed to do so as long as she lives in this country and has to abide by its laws. In a telegram to the recent suffrage con-

vention in Joliet he expressed regret that he could not leave the Baltimore meeting, but assured the convention of his being in sympathy with its views and declared that the 'conscience, intelligence and heart of the nation' would never be represented until women were voters."

RELATIONS OF THE COUNTRY ELEVATOR MAN AND THE TERMINAL RECEIVER.

[Address delivered before National Convention of Grain Dealers, at Minneapolis, Minn., Oct. 8, 1903, by C. B. Jenkins of Marion, Ohio.]

The subject before you appears last upon the program and should have fared better, both in position on the national bill of fare and in the selection of one to handle it. If you will just stop to think for a moment you will at once realize what an important part the country elevator plays in this drama of commercial life; and yet the position of this question verifies the truthfulness of the statement of a great teacher, made more than 1900 years ago, when describing a great gathering when they were to come from the East and from the West and from the North and from the South, and he said, "Behold, there are last which shall be first and there are first which shall be last." However, without any further preliminary apology for the position of the question, I desire your attention to the subject for a few minutes only.

The subject as outlined is, "Is the relation of the Country Elevator man to the Terminal Receiver what it should be?" If it is not, our duty is plain; and we as country elevator men and receivers should by associated action make it what it should be. I fear that there are a great many receivers who do not look upon the country elevator man with that degree of consideration to which he is entitled. However, let me say that I trust there are no receivers in this class who are members of the National Association.

There are a great many of the ills of the country elevator man that can be traced to himself as the source, and one of the first you hear mentioned is the weights. Well, there may be times when the terminal elevator weighers need a committee to call upon them; but I am convinced that a great number of country elevators would never be able to pass muster with their facilities for correctly weighing out their shipments. I may speak very plainly, and some may think harshly; but I want my country elevator brother to first place himself in a position to rightfully make a claim because of the fact that he has first supplied himself with a few of the necessary devices to operate a regular grain business.

The first necessary device should be a house in which the business can live, and, gentlemen, I want to emphasize one point here, and say that if every receiver, be he interior or seaboard, would refuse to post his bids before any man who has not complied with the first requirements of a regular grain dealer, namely, supplying himself with a house in which to do business, the evils of scoop-shoveling would be at an end.

And while I am upon the subject of scoop-shoveling, which is by far the greatest evil the country elevator man goes up against, I want to suggest this one thing to receivers, and I hope the day will speedily come when results will be had in this direction. I believe that 75 per cent or more of the scoop-shoveling that is done in this country has its origin among hay buyers and receivers of hay and grain are largely responsible for these conditions. I am satisfied if there is a regular hay shipper in this convention, he will readily agree with me that any man who can corral two old mules that have been discarded by some antiquated street railway company, secure an old hay press that has been set aside because its usefulness to an up-to-date hay man is passed, and procure a few letter heads with the flaming head lines announcing the following important message: "John Doe, Wholesale Dealer in Hay, Grain, Seeds," etc.—that this responsible firm is posted by receivers on the best prices for hay, grain, etc., goes with out any question. It is this

same wholesale dealer (?), who, knowing that the country elevator man must work upon a margin of 3c per bushel, at least on grain in order to continue long in business, locates a customer of the elevator man who owns one, two or three cars of oats, or other grain, and possibly the same number of cars of hay, bids two cents over the elevator man on grain and two dollars per ton under the market price on hay. The result; the farmer poisoned against the country elevator man and deceived as to the values and returns from his crop. The leech evens up his deal because you have posted this wholesale dealer in the same mail in which you bid the regular man; and yet you ask, "In the relations of the country elevator man to the terminal receiver what it should be?" If these conditions continue, our children will realize that the words of the old Prophet Jeremiah, are being fulfilled in their day and generation, wherein, he said, "Surely our fathers have inherited lies, vanity and things wherein there is no profit."

The second device should be good scales, not only on the end which connects with the party known as the receiver in my subject, but on the other end also; for the country elevator man would be a non-entity in a very short time if it were not for the farmer.

In the third place, he should equip this house with a good cleaner and clean his grain properly. I might have used the term "blow it properly," had it not been for the memory which this word brings; and you receivers are responsible for this awful word in the vocabulary of the grain business. As a miller and a country elevator man, I have had experience both ways; but I have found in my experience as a miller that the air is not so seriously disturbed around a country elevator when shipments are being prepared for interior millers as it must be when this same grain get by us and reaches the terminal receivers in the larger centers—where it undergoes the blowing process. The country elevator man must learn sooner or later that he cannot buy any old thing and expect it to pass inspection for No. 2 grain. You will remember, my country elevator friends, that we have been told many times that those long probes carried by the inspectors have eagle eyes and some shippers have become convinced that this is a fact.

The fourth thing that the country elevator man should never overlook is the coöpering of his cars, for herein lies the secret of many an accusation of dishonesty against the terminal receivers, whereof he is as innocent of wrong doing as if he had never seen the cars. And the wrong done the receiver in this case does not stop at the mere discontinuing of his own shipments but as a rule he tries to influence his friends, when he (the country elevator man) is to blame, and solely because he failed to properly coöper the car. On the other hand the country elevator man has the experience occasionally of shipments passing through transfer houses; and the cars taken to remove all the grain from the cars is about on par with the care taken by some country elevator men in coöpering. Consequently shortages occur, disagreements arise, bad feeling is engendered, and the principles of the Golden Rule are reversed. So long as our beings are controlled by that human nature which makes it possible for us to err so easily, these differences will arise; but I believe that after seven years of national life as association workers we stand nearer together to-day on all contending points than ever before.

Nations as well as individuals have come to realize that arbitration is the twentieth century method of settling differences; and I am glad to see the day that grain men realize that arbitration excels litigation, that our National as well as our state and local associations work for the betterment of their numbers by the arbitration of their differences.

I believe that conditions are more satisfactory now between country shippers and receivers than at any time in the past, and as the country elevator man puts himself in a better position to properly handle his shipments, he will to a large degree have solved the problem of universal equity. The asso-

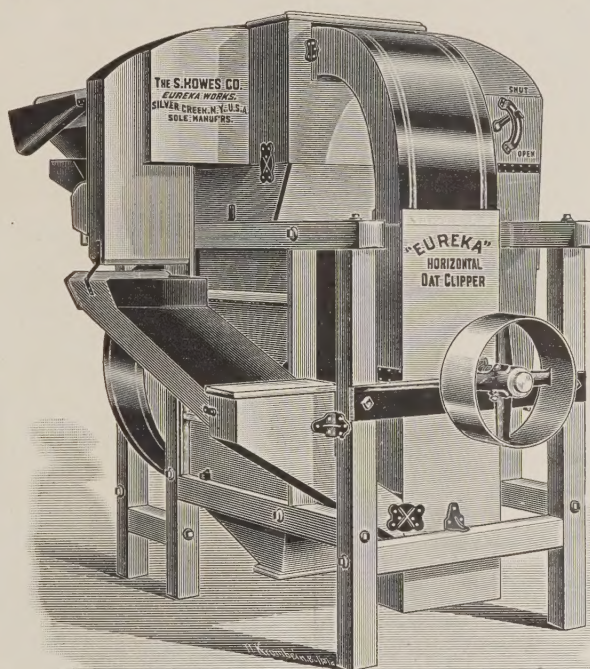
ciation of these two classes of elevator men at our state and national meetings, where we meet by personal contact men with whom we only have had an acquaintance at long range, cannot but result in good to ourselves and to the trade in general. Man is a social being according to the plans of an allwise Creator; yet this same creature, if isolated by circumstances beyond his control or of his own choosing, becomes cold and distant; and many of our fellow grain dealers and receivers are in this position, many of whom have never darkened the door of a convention hall nor felt the warmth of a mutual association of friends striving for the betterment of their fellow men, although rivals in the same business.

Gentlemen, I want to urge the continuance of our work along association lines, always observing this great principle, no matter where it applies, that we shall do unto others as we would have others do unto us; and you will realize then that "The relation of the Country Elevator man to the Receiver is what it should be." Now, gentlemen, I thank you for the honor you have conferred upon me by inviting me to take part in this convention; and I

EUREKA OAT CLIPPER.

The steadily increasing demand for well clipped oats has brought into more than ordinary prominence the "Eureka" Oat Clipper, cut of which is herewith presented. The S. Howes Company of Silver Creek, N. Y., the manufacturers, state that they have improved this machine from time to time to meet the requirements of the trade, and that it has the largest possible clipping capacity, reducing the shrinkage to a minimum, does close work and is a thorough cleaner as well as clipper.

The latest improvement to be added to this clipper is the "carry-by spout," as shown in cut, which makes it a general utility machine, permitting its use as a clipper, scourer or separator. The machine can be used either with or without the "carry-by spout," as only a moment's time is required to effect the change of spouts. When operated with the "carry-by spout" the grain is not passed through the clipping or scouring cylinder, but instead is passed over the shaking-shoe, securing a perfect sieve operation; and it is also subjected to two



THE EUREKA OAT CLIPPER WITH CARRY-BY SPOUT FOR SPECIAL CLEANING.

ask you to do noble things, not dream them all day long, and thus make life, death and that vast forever one "grand, sweet song."

RAMSEY LAW.

The James Butler-Vincent aggregation, denominated the Farmers' Coöperative Shippers' Association of Kansas, etc., has filed articles in Nebraska; and speaking for the Association, Editor Chas. Vincent of Omaha says the immediate purpose of the concern is to test the constitutionality of the Ramsey law of Nebraska, requiring railroad companies to recognize independent elevators which are built adjacent to their tracks by extending switches and other necessary shipping facilities to all elevators thereafter constructed the cost of whose construction shall not be less than \$3,000, etc. Mr. Vincent says there are now seven independent elevators standing in Nebraska that are entitled to accommodations under this bill, none of which cost less, and all of which cost more, than \$3,000, to-wit, elevators at Harvard, Cambridge, Axteel, Hildreth, Upland, Kearney and Albion. They are on land contiguous to railroad rights-of-way. The one at Upland belongs to the Farmers' Co-Operative Shippers' Association and the remainder to other independent companies.

The Kansas inspection office earned \$6,439 (net \$2,489.29) in fees in September—beating the record to October 1.

aspirations,—the first as the grain leaves the sieve and passes into the head separating trunk, and the second as it is discharged from the "carry-by spout" into the separating leg at tail of machine.

It is claimed that by the use of this clipper the shrinkage is exceptionally small, as the screenings tip is provided with a valve attachment so that all light oats which may be taken out by the aspiration are separated from the dust before reaching the fan and passed through with the other oats, clipped and cleaned as thoroughly as the heavier grain.

When used as a clipper, the grain first passes over the shaking-shoe and received the sieve separation. In passing from the shoe to the clipping cylinder through the separating trunk a strong current of air removes the dust and other light impurities. As the grain is discharged from the clipping cylinder it is again subjected to an aspiration, separating all dust and clippings which are loosened by the clipping operation. The clipping beaters are adjustable, thus adapting the machine to any degree of clipping desired. The beaters and cylinder case are made specially hard to insure against undue wear, the latter having openings cast upon chills. A strong current of air is continually passing through the grain while in the clipping cylinder, drawing off the clippings and light material as removed from the grain. The machine is perfectly ventilated, dustless in operation and built in a strong and substantial manner

to withstand the wear and strain incident to a proper oat clipping operation.

Those interested in oat clipping are invited to correspond with the manufacturers of this machine, the S. Howes Company, Silver Creek, N. Y.

THE MISSOURI RAILROAD COMMISSION.

The Missouri State Board of Railroad and Warehouse Commissioners have turned their attention during the past thirty days to details of the grain trade, with some radical results. In the first place, they issued an order directing the chief grain inspector to cause all certificates of weights to state the actual weight of the grain weighed without any deduction. This annuls the old rule of custom under which a "graft" to the elevators of 3 lbs. per each 1,000 lbs. was allowed. At the same time the weighers were directed to note the condition on arrival of cars containing grain.

So far, very good; but as a further evidence that the Commission had awakened from a Rip-Van-Winkle nap, it was ordered that hereafter the state weighers, under the direction of the Railroad and Warehouse Commissioners of Missouri, shall, as provided by law, have exclusive control of the weighing of grain in the public warehouses of the state, the said weighers being required to enter into bond in the sum of \$5,000 for the faithful performance of duty and to insure shippers against loss; and that shippers shall receive state weight certificates without extra cost. In other words, the work of the St. Louis Merchants' Exchange Weighing Bureau is assumed by the Commission and the fee of 50 cents per car abolished.

On October 20 the Commission transferred Fred'k H. Tedford, chief grain inspector at Kansas City, to St. Louis, raising his rank to Chief Grain Inspector of the state, and sent W. H. Gooding, late chief, to Kansas City, with reduced rank.

On November 23 the final hearing of the proposed maximum freight rate schedule will take place at Kansas City. This schedule calls for a 30 per cent reduction of rates in Missouri.

McCUMBER STILL AT IT.

The newspapers of the Northwest continue to cast their bouquets at Senator McCumber, who has achieved some local fame as a protector of the oppressed farmer by persistence in advocating his absurd bill to establish a national system of grain inspection. The ease with which a man with a glib and specious tongue may acquire a reputation in certain quarters for learning and wisdom is emphasized by Mr. McCumber himself, who shortly after the Minneapolis convention of grain men said to a reporter for the Minneapolis "Journal" that,—

"The grain dealers want the inspection placed in the care of the exchanges and other commercial bodies. That is to say, the dealers want to inspect the grain they buy and thus fix the grade and price of it. That would hardly satisfy the farmer with grain to sell. What we evidently need, and what the farmers want, is an impartial inspection, not in the hands of either buyer or seller. This would be supplied by federal employees appointed under civil service rules to permanent positions, and not likely to be influenced by commercial interests.

"The present system is objectionable because the inspectors are usually political appointees, and because, though generally honest, they are often careless, to say the least. In my personal experience I have known an elevator bin to be filled with wheat from a single field, wheat that was uniform to begin with and that was mixed in the bin. Yet one car from that bin would be graded No. 1, with one pound dockage, and the second car would be graded No. 2, with five or six pounds dockage.

"Then, if federal inspection were in force, it wouldn't be true that three times as much No. 1 wheat is shipped out of the Duluth and Minneapolis elevators as is shipped into those elevators. Clearing accounts for a little of this difference, but that is covered by dockage. If a farmer grows No. 1 wheat and sells No. 1 wheat, why should he be paid for No. 2 wheat?"

It is apparent that what the honorable senator does not know of grain inspection and of the commercial methods of handling grain would fill a very large volume—perhaps as large a one as Senator

Stewart's speeches on the "Crime of 1873" or Senator Morgan's remarks on "The Nicaragua Canal." Nevertheless, Senator McCumber says that he will reintroduce his bill at the approaching session of Congress, in spite of its palpable absurdities and the objections to it urged by the entire grain trade of the nation.

L. SPELTS OF NEBRASKA.

The handsome elevator shown in the accompanying engraving is located at Ord, Nebr. It is one of six, each a duplicate of the others, owned by L. Spelts, whose headquarters are at David City, Nebr., the other stations than Ord being at David City, Bellewood, Garrison, Ulysses, Ruby, Millford and Spelts.

The six elevators are each 30x32 ft. 32 ft. high and all rest on brick foundations, raised 4½ ft. above the railroad grade. Each is provided with two dumps and three dump bins. These, where the ground will bear it, are sunk 24 feet into the soil and hopped to the boot and have cement bottoms, which Mr. Spelts's experience has convinced him is the best possible bottom to put into an elevator.

All these elevators are equipped with Fairbanks

CO-OPERATION AND FISTICUFFS.

The following picturesque storyette comes from Beatrice, Nebr., to the Lincoln Star, under date October 30:

"Arthur Lowe, a farmer living in the vicinity of Virginia, Nebr., was brought before Judge Inman of this place Wednesday on a charge sworn out by J. V. Allen of Virginia, charging him with provoking an assault. Lowe was convicted of the charge and was fined \$1 and costs, amounting to about \$5. The trouble and arrest grew out of a controversy at present existing among the stockholders and members of the Farmers' Grain and Elevator Company of Virginia, over the failure of the venture, a co-operative one, to be a financial success.

"The company was organized last fall and has a capital stock of \$8,000 and an indebtedness of over \$2,000 outstanding. It is alleged to have lost about \$150 a month for some time past. Allen has until recently officiated as manager of the concern and sold to it an old elevator formerly owned by him. Shortly after the sale of the elevator it burned down and the company erected a new one.

"When the company was organized the stock-



ELEVATOR OF L. SPELTS AT ORD, NEBRASKA.

8-h.p. Gasoline Engines and 60,000-lb. hopper scales.

On October 5 Mr. Spelts began building at Ruby another duplicate of these houses. All are located on the B. & M. R. R. and form one of the choicest lines of houses in Nebraska.

NEW BALTIMORE ELEVATOR.

Owing to unavoidable delays in the construction of the receiving tanks, the new Elevator No. 3, at Canton, which has been erected by the Pennsylvania Railroad to replace the one destroyed by fire on the night of December 31, 1902, has not been completed as soon as at first expected. It was hoped that the elevator would be ready for the receiving and shipping of grain by October 1, but it is now hoped that it will be in operation by November 15, at least.

The house will have a capacity of 1,000,000 bushels in six tanks and a working house, with machinery to handle 140,000 bushels per hour. There are six receiving legs and eight shipping legs with sixteen spouts.

A new record was made at the C. N. Railway Elevator at Port Arthur in October when the S.S. Newmount took 110,000 bushels of wheat. The cargo was elevated into the weigh scales in one hour and a half, and only for the lack of grain trimmers would have been loaded into the steamer in that time. Only half the gang of trimmers were employed on the vessel at that time.

holders labored under the impression that they would receive from five to ten cents more a bushel for their grain than they were receiving from the old companies doing business at the same point, but this has proved to be an idle dream. The old companies have paid from one-half a cent to two cents more per bushel for grain than the co-operative company, but have not fought. The co-operative company has handled the greater share of grain shipped from Virginia since its organization, but no dividends have been declared and money has been lost instead of made.

"Dissension first commenced when some of the stockholders became dissatisfied with Allen's management of the elevator and began selling their grain to the old companies, regardless of the penalty of one-half cent per bushel enforced for such offense. An attempt was made to close down the elevator, finally with success. Allen on the clean-up sold the grain on hand to the old companies and the elevator has now been closed for several months.

"When Allen took the management of the elevator it was agreed that he was to receive one-half cent per bushel commission on all stuff handled, the company to pay all expenses of handling. Later, when the concern lost money, the company claimed that Allen was only to receive the commission when there was a profit and was to stand loss with the rest. He dissented to this view of the matter and has a claim against the com-

pany which he desires settled. Before the closing down of the elevator Allen contracted with Lowe for a number of bushels of corn. Later Lowe informed Allen that he was ready to make delivery. As the quarrel was then on Allen refused to accept the grain. This provoked Lowe to the use of violent and picturesque language more forceful than polite. As it was directed against Allen he had Lowe arrested for using language tended to provoke an assault. Since the quarrel began the stockholders in the company have disagreed among themselves and many are selling their grain to the old companies. They did so even before the company elevator closed.

"Co-operation is not a success," said a stockholder recently. "Where there are so many interested there is bound to be quarreling. Each thinks he should receive the highest price for his stuff regardless of grade and if he does not generally accuses the manager of partiality. We cannot handle grain as cheaply as the old companies and when loss results the stockholders are affected. What is the use of selling grain to a co-operative company for less than the old companies pay, investing money in the concern and making no dividends? I have figured it out that I thus suffer a double loss. I am through with co-operative grain companies."

YELLOW CORN HIGHEST.

The corn show prizes at the Peoria Carnival prove, says Orange Judd Farmer, that "the present score card, yellow varieties, when brought in competition with white, score highest. A complete list of awards at the Peoria show throws some interesting light on this question. While the yellow did not outscore the white in every case, the exceptions were few.

"Now, one of two things is certain. Either the yellow corn is best, or the score card is more favorable to the yellow than the white. The first supposition the grower of white corn will be loath to admit. If the second is correct, it is high time that the Illinois corn growers get to work to produce a score card that will be fair to both classes of corn.

"This again brings up the question of the importance of revising the score card. That it has serious defects, nearly every judge and corn breeder who has used it admits. Just how to remedy these defects is not so easy to determine. The committee appointed to look this matter up will report at the January meeting and it is highly desirable that those interested give the matter their serious attention between now and then. It will receive a full and free discussion and it is hoped that all of the weaknesses can be eliminated, especially the most glaring ones."

BELL VS. HILL.

In reply to some "generalities" in a recent speech by the loquacious "Jim" Hill, who talked about wheat in the northwest on both sides of the Canadian boundary, Sec'y C. N. Bell of the Winnipeg Grain Exchange has prepared the following statement showing how the crop of 1901 (the last year for which statistics are available for Minnesota and Dakota) graded at the following places:

	Winnipeg.	Duluth.	Minneapolis.
	Cars.	Cars.	Cars.
No. 1 hard.....	8,282	355	93
No. 1 northern.....	18,795	12,015	12,359
No. 2 northern.....	21,851	19,485	39,158
No. 3 northern.....	991	8,834	21,448
Rejected.....	578	1,240	5,875
No grade.....	3,051	3,247	13,728
Other grades.....	160	114	....
Total.....	53,708	45,290	92,661

This table shows, says Mr. Bell's commentator, that in the year quoted Minneapolis received one car of No. 1 hard wheat in every thousand, while Manitoba received nearly 160 cars in every thousand cars. In other words, the Manitoba crop showed 15 per cent No. 1 hard and Minneapolis 1 per cent. In the grades of No. 1 and 2 northern the

difference is more marked, Manitoba's crop showing about 40 per cent of these grades, while Minneapolis cannot claim more than 20 per cent. But it is in such classes as "rejected" and "no grade" that the most contrast comes. In 1901 Manitoba had a bare 7 per cent of her crop of these grades, while Minneapolis inspections show that their crop had a larger percentage of no grade than of No. 1 northern.

ELEVATOR FIRE AT KANKAKEE.

The elevator of Bartlett, Frazier & Carrington at Kankakee, Ill., one of the largest inland elevators in Illinois, was burned on October 24. The house had storage capacity for 350,000 bushels of grain, and at the time of the fire held 250,000 bushels of corn and oats. The building and machinery were valued at \$35,000. The total insurance was \$150,000. The insurance companies will handle the salvage.

The cause of the fire is unknown. It was discovered about 2 o'clock in the morning. There was

TERMINAL INSURANCE IN CANADA.

The Canadian terminal elevator insurance now has developed a very interesting situation. The storage customers of the terminal elevators, it will be remembered, are required by the elevators—that is to say, by the railroads—to pay insurance premiums to them as a part of the elevator charges, the amount of the premium being substantially equal to the short time rate, while the roads place a blanket policy at the long rate. When the order went out that elevator rates would be advanced agreeable to this arrangement, the shippers objected; but failing to have their objections sustained, they *volens volens* accepted the situation.

Not so pat, however, stood the insurance companies which, appreciating the pecuniary attractions of the situation, objected in turn to the roads acting as insurance agents for the purposes of absorbing so much of the usufruct of the business, their own



RUINS OF THE BARTLETT, FRAZIER & CARRINGTON ELEVATOR AT KANKAKEE, ILL.

only one city fire plug near the site, putting a serious handicap on the fire department.

The house was about twenty years old, and was owned after May 1, 1902, by Carrington, Patton & Co. It came into the possession of the present firm in July last. It was used as the assembling or transfer point for grain from the firm's line of fifteen houses on the 3-I Railroad in Illinois and Indiana. P. H. Elcan is manager for the firm.

The elevator will probably be rebuilt on a more extensive scale.

MUTUALS AFTER THEM.

"Complaints come from agents in all parts of Indiana where the new elevator schedule has been applied that they are unable to meet the competition of mutual companies, and are losing the business as fast as it comes around for renewal," says the insurance journal, "Rough Notes." "The application of the schedule resulted in quite a material advance in the rates, and as compared with the Illinois tariff on elevator property it is 1 per cent higher. Agents are appealing to their companies for relief. Some companies, however, do not look favorably upon elevator business, even at the new rates, it having been an unprofitable class for years past."

revenues being, as they claim to have discovered, "seriously affected." The Canadian Fire Underwriters' Association therefore adopted the following resolution:

"Resolved, That where policies are issued to railway companies, or transportation companies, on grain in terminal elevators, double the ordinary rates shall be obtained or the railway companies given the alternative of paying the insurance companies the additional charge imposed this year to cover insurance—namely, one-quarter of 1 cent per bushel for the first fifteen days or fraction thereof and one-quarter of a cent per bushel for each succeeding thirty days or fraction thereof."

If the underwriters can make this rule stick, they will have robbed the elevators of all the cream there is in the insurance account, to say the least.

An employe of the D. L. & W. Road at Buffalo has been wanted for stealing 825 bushels of wheat. He had charge of a department at the Lackawanna's elevator, and, it is alleged, sold the surplus of wheat that came into the elevator in a cargo shipment. It is charged this sort of stealing has been going on along the docks for some time and the elevators are trying to break it up. When a cargo runs over weight, it is charged, it has been the custom of certain elevator employes to sell the surplus and appropriate the money.

THE ARMY OF THE CORN.

All Summer long the army stands
In ranks erect and clean,
The garrison of level lands
And of the hills between.
The Armies of the Wind and Rain
Come shouting to the fight;
Alert upon the spreading plain
The corn waits in its might.

It flaunts its tasseled banners high,
And beats each swaying shield,
Until the Summer's battle cry
Is chorused from the field.
Victorious and sturdy still
It rises from the fray,
And rustling chants of gladness fill
The long hours of the day.

The dawn's first tender, rosy blush—
The hailing of the morn—
Finds, shrouded in a peaceful hush,
The Army of the Corn.
But friendly breezes come and go
Till dying afternoon
Hears faintly sighing, soft and low,
The echo of a croon.

And so, serene and bold and brave,
All through the summer long
The gleaming banners proudly wave
In cadence with the song.
Until the golden autumn morn
When there will come to spoil
The standing Army of the Corn
The hopeful Troop of Toil.

—Chicago Tribune.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

DON'T TALK TOO MUCH.

Editor American Elevator and Grain Trade:—Please find enclosed circular letter, which I earnestly request you to publish in the interest of the trade.

To the Members of the National Hay Association:—An attempt will doubtless be made to get some expression from you regarding the effect of the fifth class rates on hay, and of the probable result if the order of the Interstate Commerce Commission had been obeyed. I suggest that, unless you are thoroughly familiar with all features of this matter, you refrain from expressing any opinion. The carriers will want evidence for use before the United States Circuit Court and will probably look to our membership to get it.

Very truly yours,

JOHN B. DAISH, General Counsel.

Washington, Oct. 23.

SCALE INSPECTION IN OHIO.

[The editor of this paper addressed a note to various parties in Ohio, reminding them that there is at present a movement under discussion in that state to inaugurate an official system of scale inspection which shall have as its object the inspection of country scales in that state at convenient intervals; and asking their opinion of such action. The following replies have been received:]

Editor American Elevator and Grain Trade:—We think it would be a benefit to the grain shippers of Ohio if a weighing bureau, or an inspector of scales, were appointed; but we don't believe the same should be under the control of the state; there would be too much politics in it then. We think the Ohio Grain Dealers' Association can afford to employ one or two expert scale men whose duty it would be to inspect the scales of members of said Association at certain intervals, each member of said Association paying an assessment of so much per scale per annum.

We think it is not only practical but necessary that scales should be inspected once or twice a year, even though they may seem in good order. It is a case of (as our friend Grimes says) "calling the doctor in before one is sick a-bed." We believe all scales should be inspected twice a year, and probably in some cases oftener; and the work

should be done by an expert—one who is thoroughly familiar with the construction and repairing of scales.

We believe if the Association adopts a plan of this kind it will result in much good.

Yours very truly, J. F. ZAHM & CO.,

Toledo, Oct. 27.

per F. Mayer.

Editor American Elevator and Grain Trade:—The Toledo Produce Exchange employs an expert scale man to look after all the scales belonging to the members of the Exchange, and we find that it works very satisfactory.

Yours respectfully,

S. W. FLOWER & CO.

Toledo, Oct. 27.

per C. S. B.

Editor American Elevator and Grain Trade:—We do not think we have anything new to suggest in the matter of weighing bureau. We think Toledo has about as good a plan as any. All the weighers are under the immediate supervision of the Produce Exchange, and they are sworn officials. In addition, they employ a practical scale man, one with long experience, whose whole duty it is to overlook all the scales. On request, he goes to the outside cities and inaugurates a system of scale checking. We think every city of considerable size should employ a practical scale man, and have it understood that he can go to neighboring towns and overhaul scales at any time. You could not force a man to have his scales overhauled, but if he is of the right stripe, he will request to have them put in shape whenever he has any reason to believe they are not exactly right.

Yours truly, SOUTHWORTH & CO.

Toledo, Oct. 28.

per E. L. S.

WEIGHING BUREAU NOT PRACTICABLE.

Editor American Elevator and Grain Trade:—I do not think a state weighing bureau either practical or necessary. In our country nearly all our farmers have scales; they weigh all their produce before bringing it to the market. In comparing weights with all the different scales, it is very easy to discover any defect in your scales. Every user of scales should, for his own satisfaction, have his scales overhauled and inspected at least every two years. He can employ an expert for this, or he can, by comparing his small scales with his large ones, tell if it is necessary to send his scales to the shop for repairs.

My experience with city inspectors of weights and measures is that they are incompetent and careless; they accomplish very little at a great cost, and I am doubtful if state inspectors would be any better.

Yours truly,

C. N. ADLARD.

Piqua, Ohio.

BEST PLAN FOR GENERAL TESTING OF SCALES.

Editor American Elevator and Grain Trade:—At the meeting of the Ohio state association, October 20, 1903, the matter of inspection of scales was brought up, and after expression from dealers covering the entire state, it was decided to leave the matter in the hands of the governing board of the state association and the governing boards of the different local associations affiliated with the state association.

The matter was also freely discussed at a meeting of the Miami Valley (Western Ohio) Association at Dayton, Ohio, on the 29th ult. I think I voice the sentiment of the majority of the dealers when I say that inspection of scales used in country elevators, also terminal elevators, would be a good thing, and that it should be done in a systematic manner at regular intervals. The most feasible plan would be for each local association to employ a competent scale expert and have him make regular inspections, prorating the expense to each owner according to the time and expense employed in the inspection for the individual, so that the owner of one scale would not be assessed for services as much as the owner of a dozen scales. On this plan the expense of the work would be borne by the party benefited in proportion to the work done, and the treasury of the local association

would not be called upon to stand any part of the expense.

There is no question but that it would be a good thing; and the fact that it would be of an official nature, would insure a recognition of its value. While it may be that some owners of scales are competent to test their own scales, yet the public would have no way of knowing whether or not such private tests were made in a correct manner or not, and such test would, in fact, leave the matter just about where it now stands.

There is only one solution to the problem, and that is, to have it done in very much the same manner as it is done at the large grain centers. I think the discussion of this subject through the columns of the different trade journals will eventually bring about the desired result.

very respectfully,

J. W. M. JORD,

Columbus, Ohio.

Secretary.

SOMETHING MORE THAN SCALE INSPECTION NEEDED.

Editor American Elevator and Grain Trade:—Your favor of the 6th received and noted. The subject of a weighing bureau or state inspection of scales was brought up at our last annual meeting of the Ohio grain dealers, and was looked on favorably. I believe myself, that the idea is in the right line, but it would be of no benefit unless it carried with it a thorough plan of operation. A thorough inspection of scales by an authorized and competent officer at stated times would do much good, if in addition the dealer or scale owner was put under oath and furnished blanks to fill out with the car number, date of loading, and the weight of the stuff loaded into the car, with an additional statement showing the date of inspection of the scales and that they are still weighing correctly and have not been changed or tampered with since being inspected, to the best of his knowledge.

By some system of this kind, the weigher would necessarily use care and be more attentive to the weighing and reporting the amount in cars loaded.

Yours truly, OHIO GRAIN SHIPPER.

NEW ORLEANS WANTS THE NATIONAL CONVENTION.

Editor American Elevator and Grain Trade:—Enclosed please find clipping from yesterday's paper, from which you will note that the New Orleans Board of Trade is taking further steps, with a view to having the convention of the Grain Dealers' National Association held in New Orleans in 1904.

I would now ask that you give us your assistance in this matter, through your columns, especially as you must concede the fact that New Orleans is the logical point for the next meeting place, by reason of the unprecedented development of the grain export business, through our port.

Yours very truly,

FRED MULLER, Secretary.

New Orleans, Oct. 26.

[The clipping referred to is a copy of a letter addressed to the Secretary of the Grain Dealers' National Association, setting forth the claims of New Orleans for consideration as the convention city. Among other things the letter says:]

"You are, no doubt, aware of the fact that New Orleans to-day is the leading export center for grain, and its commercial importance, it is conceded, will still further be stimulated by the inauguration of a grain future market under the auspices of the New Orleans Board of Trade.

"On the other hand, there are at present very few members of your association in the South and Southeast, which fact should not only make it desirable, but advisable as well, for your convention to meet in New Orleans, in order that your influence may be extended over the South as well as it is over the West and East.

"The benefits derived thereby would be mutual, as additional strength gained by your association would naturally mean the correction of many abuses under which the grain shippers are at present suffering.

"While we appreciate the fact that the trip to New Orleans would be rather far for some of your members, this would hardly cause you to hesitate, since a careful canvass by our delegation at the last convention pointed without doubt to a general desire on the part of the country shippers in particular to come to New Orleans. We also point with pride to the fact that of all the contestants

for the honor New Orleans was the only city seconded by delegates from other states, while Buffalo and Milwaukee were proposed and seconded by delegates from their respective cities only.

"In reference to our climate, there should be no hesitancy in coming to New Orleans in June, as that particular month is as pleasant here as elsewhere.

"New Orleans is often pointed out as a summer resort, and, as a matter of fact, we seldom have a temperature higher than 93 degrees, as compared with 100 and above in the cities in the East. While we question the wisdom of a change in the time from October to June, we are, nevertheless, just as anxious for the convention in June as if held in October, and we hope that when the question comes up you will decide in favor of New Orleans."

SALE OR BAILMENT?

Editor American Elevator and Grain Trade:—

We note with great interest your comments on different legal points in regard to the grain business. We have a trouble we would like to have your opinion on.

A customer brings to one of our elevators a lot of corn and stores it. We inform him that we cannot hold his corn in our elevator but will ship it out and will give him the market price for three white corn at any time he gets ready to sell it, and that we will charge him ½ cent per bushel storage per month after the first thirty days. Corn is then worth 58 cents per bushel. He goes home and corn begins to decline and he does not sell. After nearly a year after corn had been down to 40 cents, it goes back up to about 48 cents, and we send our man out to see him and urge him to sell; he says he cannot sell at that price. After considerable talk, when our man is about to leave the customer says, "Well, do the best you can for me."

Time goes on, and the market goes down again; and the customer then claims that he meant for us to go ahead and sell the corn and do the best we could with it, while our man says that he said all of the time that he would not sell at the price; but admits that he told him on leaving to do the best he could with him. Whenever corn was up, we several times urged him to sell the corn. He finally said he had had counsel, and that he would expect us to settle for the corn at the price it was the day it was first put in (58 cents); that we had shipped the corn out, which was illegal, and that we must settle at the price it was the day it was first put in, which, of course, we refused to do.

The point in question is, in view of the fact that we immediately shipped out the corn, whether he can make us pay the price it was on the date of delivery; also whether we can make him pay storage as long as we shipped the corn out. We carried the corn, sometimes on the Board of Trade; sometimes had corn bought in the country to come in which we held against this corn; and sometimes we had actual corn in store in our elevator against this corn; and have at present corn in our elevator held against his corn.

There was one step we have failed to inform you about. Some time after he claimed that he told us to do the best we could for him, he came and wanted some money on his corn. We told him, no; that if we were going to have trouble with him, we would need all the money we had to fight him with. He said he must have some money. We then told him if we could come to some understanding in the matter, we would let him have some money. He said, "All right." We then called an employe to hear the conversation with him, and he agreed that we would call the corn in store and he would take the market price for three white corn at the time when he got ready to settle, less the storage. We then paid him by a check; and on the back of the check we wrote, "Part payment of so many bushels of three white corn in store at our elevator;" and he signed his name to this. After several months more, the market being up considerable, we again approached him and told him we were afraid he would let the market get away from him again and he had better sell; but he then got mad, and swore he never would settle for the corn on that basis; he said he could not—it would lose him too much money.

We have written you at length in regard to this

as it is a point which all country grain dealers will be interested in, as nearly every country dealer in the state is in the habit of shipping out stored corn and charging storage for it.

Yours truly,

X. Y. Z.

The question here presented is one of sale or bailment. The difference between the two may be defined by the following quotation from a recent decision in which the rule was thus stated: "If the dealer has the right, at his pleasure, either to ship and sell the wheat on his own account and pay the market price on demand, or retain and redeliver the wheat, or other wheat in the place of it, the transaction is a sale. It is only when the bailor retains the right from the beginning, to elect whether he will demand the redelivery of his property, or other of like quality and grade, that the contract will be considered one of bailment. If he surrenders to the recipient the right of election, it will be considered a sale, with an option on the part of the purchaser to pay either in money or property as stipulated."

There seems no question from the above statement of facts that the farmer sold the grain, the price to be fixed at a later date. What that price was, in this case, must be determined by the evidence, and the view taken by it by the court or jury.

The storage deduction might be difficult to collect, there having been, according to the statement of the second paragraph of X Y Z's letter, no direct consideration therefore, unless the agreement to pay said amount, made when part payment of cash was accepted on the terms stated, can be shown to be based on a valuable consideration.—[EDITOR.]

WHO IS RESPONSIBLE?

Editor American Elevator and Grain Trade:—We would like some one connected with your law department to pass on the following transaction:

Thos. Jones, a shipper of grain who was not considered financially responsible by the bank, ships a carload of grain to Robinson & Co., Fort Hill, Kentucky, on commission, and when making the shipment the bank at his home required the bill of lading to be made out as the enclosed copy of bill of lading and draft shows, before advancing to Mr. Thos. Jones the \$500.00.

When the corn arrives at destination, some time after the draft is paid by Robinson & Co., they find it to be hot and unmerchantable, and as it is a consignment, they sell it at the best price obtainable, and in rendering accounts find that there is due them \$190.20. Does the commission merchant (Robinson & Co.) have recourse on the bank alone? or bank and Thos. Jones jointly? or Thos. Jones only?

An answer in your valuable journal will greatly oblige

AN OLD SUBSCRIBER.

The draft reads:

Ertel, O., April 1st, 1903.

At sight, pay to order of O. Olsen, cashier, five hundred dollars (\$500.00). Value received and charge to account of

THOS. JONES.

To Robinson & Co.,

Fort Hill, Ky.

The B/L reads (with usual printed conditions):—

Ertel, O., April 1st, 1903.

Received from Thomas Jones, 1 car bulk corn, 60,000, P. H. C. & D. 2442, order First National Bank. Notify Robinson & Co., Fort Hill, Ky.

A. A. ABELS, Agent.

There is considerable difference of opinion on this transaction: Capt. I. P. Rumsey of Rumsey & Company, Chicago, says: "The settlement of the account lies between the shipper and the consignee, in that the bill of lading reads, 'Received from Thos. Jones' and the draft reads 'Pay to the order of O. Olsen, cashier, \$500, value received and charge same to account of Thos. Jones.' Robinson & Co. accepted the draft with Mr. Jones' signature and bill of lading attached. The bank simply had the bill of lading read to their order to protect their interests with the shipper."

E. W. Wagner says: "If legally the bank could be held responsible, banks in general in self-protection would be obliged to refuse to make advances on

drafts with bills of lading attached, as in doing so they could be put to no end of loss and annoyance."

Another Chicago commission merchant of large experience says: "If the grain were shipped to the shipper's order, or to the firm direct, then the bank would not be involved. The bank becomes a party to the transaction through its own order. If the bank deemed the shipper irresponsible, it should have examined the stuff. Both the bank and the shipper are responsible as the case stands. Suppose the shipper, instead of grain, had sent out a car of dirt, what would have been the solution of the problem then?"

We are inclined to think the last opinion is nearer the rulings of the courts than either of the others. The case of Landa vs. Lattin, 46 S. W. 48, and subsequent cases very greatly widen the bank's responsibility in transactions of this kind. The doctrine of Landa vs. Lattin would, we think, hold the bank directly responsible in this case. See also Finch vs. Gregg, 126 N. C. 176; Goetz vs. Bank, 119 U. S. 551, and cases cited.—[EDITOR.]

CHANGES AT KANSAS CITY.

By the sale of their line country elevators to J. Rosenbaum Grain Company, Chicago, Counselman & Co. retire from the cash grain business west of the Missouri River. The Kansas City office of the firm will continue as formerly, however, with the cash business eliminated. The buyers take also the Counselman Elevator in Kansas City.

The Armour interests have acquired the "Q" Elevator at Harlem, Kansas City, from Burroughs & Co., taking possession on October 14. The elevator is a transfer house, with but small storage capacity.

The Sun Elevator was transferred to Harroun Bros. on October 30, who will change its name to the Gulf Elevator. It has a capacity of about 250,000 bushels, and will be entirely remodeled and a fireproof storage house erected. One of the officers of the Harroun Commission Company has said that the elevator will be operated independently of any railroad company. Its new name was chosen because of its location on the tracks of the old "Gulf" Railway.

HALIFAX ELEVATOR REOPENED.

It is now about seven years since the Halifax Grain Elevator was built by the Dominion government and the city of Halifax, N. S. During those years there have been shipped through the elevator two grain cargoes, in all 18,000 bushels. The house has storage capacity of 500,000 bushels.

Now, it appears, Mr. Dustan, terminal agent of the Inter-Colonial Railway, has been instructed to put the elevator in repair for immediate use, the Canadian minister of railways having entered into an agreement with the steamship lines to supply grain cargo through the winter at this port. The S.S. Bavarian of the Allan line will take out the first cargo, being due to load on November 24. It is said that in addition to this ship, a royal mail steamer, the Furness, Canadian Pacific and Pickford & Black's lines will take grain at Halifax, and that a large export trade, it is expected, will develop during the winter season. This export traffic through Halifax will not interfere with trade of St. John, N. B., which should be larger this season than last.

The total assessment of Minnesota elevators for the current year is \$2,188,307, or about \$100,000 less than for a year ago.

B. A. Eckhart, W. H. Chadwick, H. B. Slaughter, G. S. Bridge and R. S. Lyon will represent the Chicago Board of Trade at the National Board of Trade at Washington in January.

The Kansas and Oklahoma representatives at the Minneapolis convention, owing to a wreck on their original route home, were sent via Cedar Rapids, where they ran into a street carnival. Their car was side-tracked in the heart of the city and in addition to the carnival fun, the party was treated to a tally-ho drive.

PROPERTIES OF GOOD MALTING BARLEY.

Schoenfeld expresses the opinion in a paper read before the Thuringian Brewers' Association and reported in *Wochenschrift fuer Brauerei* that any variety of barley is suitable for malting, provided the conditions of climate are favorable and the land has not been over-manured with nitrogenous fertilizers, the malting properties of the grain being less dependent on the kind or variety than on the relation between the physical and chemical properties. Too much stress is often laid on extreme lightness of color as a determining factor of quality; but very often the finest and best malting barleys are of a pale to straw yellow in shade. On the other hand, a dark brown color with bluish tinge indicates a high percentage of albuminoids, especially when the grain is coarse-skinned. The researches of Maercker and others have conclusively shown that a definite relation exists between the chemical composition and the external physical characteristics; and this was confirmed by the analysis of the prize malting barleys at the Berlin Barley Exhibition, the fine-skinned, mild, light-colored, plump grains proving low in albuminoids.

Some prejudice exists against barleys of large size for malting purposes, chiefly because they require more careful handling on the floor and a more protracted period of germination in order to secure proper modification, and preference is given to barleys averaging 1½ ounce per 1,000 corns. This opinion is shared by English maltsters ("the best in the world"); but, if a grower can produce a barley with the recognized characteristics of good malting barley, the circumstance that the corns are larger than usual need not give rise to any misgiving, since perfect modification can be obtained by suitable treatment in the malt-house. This factor of size has militated against the use of Imperial barleys; but the valuable qualities of this type are now being recognized and specimens of the variety

albuminoids, and vice versa. For testing the germinating power the results most in accord with those of practical malting are obtained by the use of a germinating funnel or hopper, containing at least 1,000 corns, by means of which the germinating capacity can be determined in three days.

QUICK WORK AT GALVESTON.

On Monday, September 21, by an unexplained fire, the entire wooden conveyor gallery of the Southern Pacific Terminal Elevator, at Galveston, extending from steel gallery near the elevator ("Sunset") to the ocean wharf where vessels are

ished, the early part of this year. The steel trestle legs indicate where the fireproof section was located.

Another illustration shows the result of six days' work, the photograph having been taken on Tuesday, September 29. At this time all of the trestle legs were in place, as well as a considerable part of the floor and some of the studding and machinery.

The condition of the work on Sunday, October 4, eleven days after construction was started, is shown in a third illustration. At this time everything was ready to load ships, all of the machinery and conveyor belts having been installed. The only



SHOWING RESULTS OF SIX DAYS' WORK OF REBUILDING.

loaded, a distance of 1,400 feet, was destroyed. Only the fact that a part of the conveyor gallery was fireproof saved the elevator itself from a similar fate. A tile partition at the outer end of the steel gallery was provided with fire doors, which, as soon as the fire approached, automatically shut down tight against the conveyor belts and prevented further progress of the conflagration. So intense was the heat that the belts were burned off close up to the automatic doors, but on the other side of the wall no damage was done. In the destruction of the gallery, three 75-horsepower motors used for running the conveyor belts, two trippers and all of the machinery and belts were

thing then remaining to be done was the addition of a small portion of the siding and roof, which would not, of course, interfere with the operation of the conveyor.

Still another illustration shows the first steamer to be loaded by the temporary conveyor and was taken on Monday morning, October 5, less than two weeks after the original gallery was destroyed, and twelve days after work commenced on the temporary gallery.

The Terminal Company, as well as the operators of the elevator, were well pleased with the quick work done by the John S. Metcalf Co. on the temporary construction, which caused the losses to the



CONDITION OF THE WORK OF REBUILDING ON OCTOBER 4.

took the highest awards at the Berlin Exhibition, in addition to which Haase, of Breslau, has obtained most favorable results in the practical malting of Imperial barleys, and accords them the preference for his own consumption.

The question of size in relation to the yield of extract has been the subject of much discussion, but it does not appear that there is really much difference between them, weight for weight, except that the smaller corns give more waste, on account of the larger proportion of culms and the greater loss by respiration. Even lean tailings from malting barley have furnished as much as 75 per cent of extract, when malted at the Berlin Brewing Institute.

In judging the quality of malting barley, the section test affords a valuable guide, a high percentage of mealy corns indicating a low proportion of

lost, and great damage was done to the dock along which the gallery ran.

While the gallery was still burning, telegraphic advices to the J. Rosenbaum Grain Co., Chicago, who operate the house, and John S. Metcalf Co., who designed and built it, enabled Mr. Rosenbaum and Mr. Metcalf to start for Galveston the same night. They arrived on the ground Wednesday evening, September 23; and in order to enable the elevator to load steamers at the earliest possible moment, work was started the next morning on a temporary gallery, extending from the outer corner of the elevator diagonally across to the wharf. This gallery was about 600 feet long and some 40 feet high, rising toward the outer end to a tower where a dock spout was located for loading vessels.

One of the illustrations is from a photograph taken shortly after the original gallery was fin-



CONDITION OF WORK OF REBUILDING ON OCTOBER 5.

Rosenbaum Grain Co., through inability to ship, to be reduced to a minimum.

The hearing of the hay classification case, brought by the Interstate Commerce Commission, to enforce sixth class rates, has been set for December 16, before the United States Circuit Court at Cleveland. At that time the carriers will undoubtedly submit evidence tending to show that fifth class rates are reasonable and just, and any other matters tending to show that the findings of the Commission are unwarranted. After the taking of testimony on behalf of the carriers, the Commission will have an opportunity to introduce rebutting evidence. The attorneys for the Commission are L. A. Shaver, solicitor for the Commission, Hon. John G. Carlisle and John J. Sullivan, United States attorney for the Northern District of Ohio.

RELATION OF RAILROADS TO THE GRAIN TRADE.

[An address by F. A. Delano, General Manager of the C., B. & Q. Railroad, at the annual meeting of the Grain Dealers' National Association at Minneapolis, on Oct. 8, 1903.]

Since I was honored by your secretary with a request to address you, I have been thinking over the matter in my spare moments and tried to consider what I could say as regards the relation of the railroads to the grain trade, which would in any way interest you. It has occurred to me that, among other things, it might interest you to have some sort of a review of what railroads have been doing in the way of reducing the cost of transportation and the effect of this on the traffic of the country, and especially on the grain trade.

The enormous expenditures which the railroads the country over have been making along their main lines in the direction of reducing grades and curvatures have been noticeable to everybody. In no other period since the railroads existed in this country has so much money been invested in improvements and revision of existing lines. Rail-

have been many more cases where the capital stock of our railroads represents really less money than has been invested.

The ideal, perfect railway is one whose line is straight and level; and I suppose it may be said that no railways can be considered at the highest state of perfection possible until it has brought its line to as near this condition as the physical characteristics of the country will justify. The magnitude of the work which can be undertaken to-day on account of improved machinery and methods for handling material is far in excess of anything which was thought of twenty, or even ten years, ago, and in all probability there will be further progress in this direction, so that although we still use the old English phrase "permanent way" for our road-bed, there is no trunk line in America but has made extensive changes in its alignment, and none which does not contemplate further changes in the future.

It is of interest to every business man, and especially to men dealing with the handling of so important a commodity as grain, to consider how the transportation facilities of the country have

is doubled and the area increased four-fold; and when it is halved again, the radius is again doubled, while the area is increased sixteen-fold. Thus it is seen that as the cost of transportation is reduced, the area tributary to the wants of any community is at once increased, not simply in the direct proportion to that reduction, but in proportion to the square of that reduction. That the railroads of this country have contributed largely in this direction ought certainly to be a matter of some satisfaction to every citizen of the country, and not simply a matter of pride to railroad men.

It is appreciated by all of you that the price of grain to the farmer must be the price in the markets of the world—let us say Liverpool—less the cartage, freight charges, insurance, commissions, and all other charges which must be deducted from it. Therefore, if wheat is selling at one dollar per bushel in Liverpool, the farmer in Dakota will get as much less than one dollar as the sum of all these charges I have mentioned; and unless the remaining sum is sufficient to compensate him for his labor and expenses, he will not grow the grain.

In my railroad experience I have been somewhat of a student of railroad development in this country as compared with that of foreign countries, and it has been of interest to me to see the great difference in our line of progress. If you compare our railroads with those of Germany, for instance, you will find that the rates of freight on German railways are so high that the railways of that nation carry only a very small proportion of the principal bulk commodities, especially those which must move at low rates or not at all; and that when they carry them, they carry them only a short distance to the rivers or canals. The sea, the river and the canal are looked to for cheap transportation, and the government is spending annually tremendous sums to develop these facilities. The coal, iron ore and grain traffic has developed chiefly along the line of these facilities, and the railroads are carrying chiefly the higher grade commodities which can afford to pay higher rates of freight.

In this country our commercial instinct has saved us. Our freight tariffs have, happily, been based on the theory of charging what the traffic will bear, and not on the basis of cost. I must explain myself a little at this point, or some of my hearers will misunderstand me. Too often, "charging what the traffic will bear" is misinterpreted as meaning that we "size up" a man's pocketbook and "hold him up" for what he can afford to pay. However, "charging what the traffic will bear" means that we recognize that some commodities can afford to pay certain rates, while other commodities cannot afford to pay those rates, regardless of the cost of transportation. For example; it might cost no more to haul gold bearing ore than to haul iron ore, and yet a railroad would be justified in charging a much higher rate on gold ore than on iron ore. Business men, whether in the railroad business or not, appreciate that if the charge for carrying a commodity is more than that commodity can bear, it will not move, and the railroads of the country are in the business of moving traffic. Of course, it is their business to get as much for the owners of the property as they can, but unless the rate on commodities can be made low enough to move the commodity, it is a useless rate. This same principle applies in all trade and commerce. The wholesale merchant does not expect to make the same margin of profit on all his business. On some of the lower priced articles which he sells in large quantities he expects to make a very small margin of profit, while on some of the higher priced articles which he sells in small quantities, he expects to make a larger profit; and unless he can sell a commodity at a price that will successfully compete with other commodities, he might as well go out of that business.

The railroads of the country have made great strides in handling successfully the products of the mine and the farm. Thus, coal and iron ore are now handled on the best advantage in large, steel, hopper cars, carrying fifty to fifty-five tons, and the immense distances which these commodities are carried are certainly most surprising. It recently



SUNSET ELEVATOR BELT CONVEYOR GALLERY AS IT APPEARED BEFORE THE FIRE.

road companies have had a number of objects in changed, and are still destined to change, the character of the business. In the memory of some

In the first place, on the main trunk lines where a large volume of business was practically guaranteed, a very large capital expenditure is justified in order to make a very small saving in cost per ton for handling traffic. This is more true to-day than it was ten, twenty or fifty years ago, because interest rates on money have been greatly reduced in that time, while wages of labor and cost of many materials have increased.

Secondly, competition has had its effect in compelling many of these expenditures. One trunk line cannot allow its competitor to improve its facilities and reduce its cost of doing business without danger of itself losing prestige and the ability to compete unless it follows suit.

The desire for gain and increased dividends has played only a small part in urging many of these expenditures; and it will be noticeable to every student of American railways that in spite of the apparent prosperity of recent years, in spite of the talk of big earnings, by promoters and stock brokers, there has been a comparatively small increase in dividend payments. I believe it is a fact to-day that the return on capital actually invested in the railroads would show, if accurately determined, not more than 4 per cent on the average, for, though there has been watered stock in some cases, there

acter of the business. In the memory of some of you, undoubtedly, the wheat fields of the Genesee Valley supplied the bulk of the grain ground into flour and exported from our shores; then came Ohio and Indiana; and so, as the transportation facilities were improved and the cost of transportation reduced, the wheat fields of Kansas and Nebraska, on the one hand, and of Dakota and Montana, on the other, have come to be as near the markets of the world as those of the Genesee Valley once were.

In the days of the Romans, it was recognized that good highways of communication were essential; and the writers of that day and since, have commented on the fact that good highways were the best evidences of civilization. It is certainly equally so to-day, only that by "highways" we do not mean simply the ordinary wagon roads, but any highways of communication, be they wagon roads, canals, rivers, or railways. The cost of transportation on an ordinary wagon road may, I presume, be figured at 15 to 25 cents per ton-mile, in round figures. With no other communication than that, the big cities of our country could not exist, because the people would starve. With such a means of transportation, the radius of country tributary to and capable of supplying a big city would be too small to supply it. When the cost of transportation by any means is reduced one-half, the radius

came to my notice that iron ore was moving from the Lake Superior region to Alabama, there to be combined with the native Alabama ores. Coal, in the same way, is moved from southern and central Illinois to Minnesota. Ten years ago the railroads could not afford to make a rate on these commodities which would permit them to move such distances. Hence, as the railroads have developed ability to move freight successfully, they have made it possible for themselves to name rates which would move commodities which before could not be moved. In other words, they have created business for themselves, and the development of the country in this respect has made the old proposition, that we should seek to make two blades grow where one had grown before, look quite insignificant, for the railroads of the country have certainly caused millions of blades to grow where none grew before.

In the carrying of grain the progress has been almost if not quite as notable as in the carrying of iron ore and coal. The standard car for grain today is a box car, thirty-six to forty feet long, carrying not less than forty tons of grain. It is still the practice to make these cars of wood, although steel underframes have come into quite general use. Greatly increased tractive power in locomotives, added to the fact that railroads have greatly improved their grades and terminal facilities, contributes largely to reduce the cost of transportation of grain, and the chief obstacles to-day to the further reduction in the cost of transportation of grain are these which the grain dealers of the country can do much to obviate. At the present time grain moves largely at one season of the year. Fortunately, as the country grows richer this is not so true as it used to be. This causes a continuous demand for grain cars in the fall, and makes it difficult and expensive for the railroads to supply the demand. As the cars are loaded in the country and come east, congestion occurs at the grain markets, due to the following causes: Grain is held, first, for inspection and sampling; then for re-ordering and reconsignment; and then it is subject to more or less delay, as the case may be, before it is unloaded on track or at the elevator.

In recent years railroads have adopted rules, which I dare say you gentlemen think are too stringent, charging for reconsignment of grain, and for detention beyond a reasonable time for unloading. Judging, however, from what I know of the increased cost of handling all business on account of congestion which frequently occurs by the detention of a part of it, the charges, far from being too high, are not high enough. There is scarcely a year that serious congestion does not occur at some of the large western grain markets, and nearly as serious congestion usually occurs at the seaboard, either on account of inadequate vessel room or insufficient elevator capacity. If grain could be handled as iron ore is handled, from the point of origin directly to the vessel on the lake or seaboard, the cost of handling could be greatly reduced, which would mean added price to the farmer and the enlargement of the territory from which this grain could be drawn.

One reason for the ability to handle business moving in large quantities cheaply has been the fact that early in our railroad history we adopted a carload basis of rates as well as less than carload. Instead of having all our rates based on the hundredweight or ton as is the case in many European countries, we have, as you of course know, a retail rate based on the hundred-weight or ton, also a wholesale rate based on the carload; and our carload has grown from a car of eight or ten tons, which was the standard some twenty-five years ago, to the car of forty or fifty tons, which is the standard of to-day. It is unfortunate, however, that we have made the error of increasing the size of the cars a great deal more rapidly than we have increased the carload minimum, so that in many cases where the cars are built to carry a load of thirty, forty or fifty tons, we do not compel shippers to load more than ten or twelve tons of freight in order to enjoy the carload rate; and I am speaking of heavy commodities, where full tonnage lad-

ing might readily be secured. Although this is a big question, and one not easy for the railroads to settle, because it involves many conferences and agreements, it is something which must be settled, otherwise the millions which have been spent in larger capacity cars will have been largely wasted, and the community will not get the benefit of the reduced transportation expenses. The big car and big carload must obviously displace the small car and small carload, quite as certainly the tramp steamer displaced the small sailing vessel, and as the ocean carrier of maximum draft and tonnage capacity is now displacing the tramp steamer of twenty years ago. This principle of carload rates has done much to build up our country by giving low rates for long haul from one large center to another, while the higher rates apply only on the smaller quantities and shorter distances. Thus our large cities have been built up, our jobbing and distributing centers established, and I believe it is no idle dream to suppose that this principle will be carried even further, and a cargo or trainload rate on a lower basis than carload rates made. It does not require the technical knowledge of a railroad man to appreciate that staple commodities moving in trainloads from one consignor in one locality to a consignee in another locality can be moved at a lower rate than individual carloads loaded here and there by A, B, and C in one territory for X, Y, and Z in another part of the country. If the benefit of this lower cost of transportation can be given openly and above board without favoritism or rebate giving, the country will be better and legitimate trade will certainly prosper.

We constantly see allusions to the cost of transportation on canals and rivers as compared with the railroads, but transportation on canals and rivers is that the government taxes the entire community in order to maintain the canals, dredge and otherwise improve the rivers, sailors' hospitals and many other expenses. If to the cost of transportation on our waterways we added a pro rata proportion of all these expenses, the cost of railroad transportation would not compare unfavorably. But a further reason for the low cost of transportation by water is the fact that shippers by water put up with conditions which shippers by rail have never had to contend with. The principle of charging demurrage for holding a vessel to load or unload is very old, and it has long been recognized that a high charge for such detention was entirely justifiable. But it has taken a good deal of patience, and some little fighting for the railroads to justify a charge for detention of cars, and a great deal of this detention, especially in the matter of the grain trade, such as holding for inspection and sampling, is done without any remuneration to the railroads.

One great change in the grain traffic in the last few years, which has contributed very much to the benefit of the country west of the Missouri River, has been the development of Gulf ports and other routes and channels of trade. Thus, the farmer of Kansas and Nebraska can take advantage of shipping his grain to Liverpool via the Gulf of Mexico, or via the Atlantic seaboard ports. This has brought in new lines of traffic in competition with the old lines, both by rail and ocean, and the near future will see developed lines of traffic for the grain trade of Dakota and Montana, westward for Asiatic ports as well as eastward to Liverpool markets.

The way the railroads have annihilated distance and created traffic for themselves by so doing is well shown by conditions in the grain trade with which you are not unfamiliar. It is not uncommon now for grain which has been moved from the Missouri River points to Chicago to be shipped back to Kansas City or St. Louis, or for grain from Kansas City and Missouri to be shipped to Minneapolis, or *vice versa*. A slight difference in the price quotation on grain at any of these markets is sufficient to start a stream of traffic to equalize the difference, so that railroad men are quite accustomed to having grain moving on their tracks in opposite directions at the same time, or at short intervals of time.

Low cost of transportation, obviously enough, means more transportation; that is to say, the products of the mine, field and factory moving greater distances. It means that no one community in our broad land is to be dependent on the country immediately surrounding it. It means that no crop failure can produce serious famine in any one territory, because the wants of one district may be supplied by the abundance elsewhere. One reason why our country must thrive as compared with European nations is that to a far less extent are we hampered by artificial boundaries, governmental restrictions, etc. We are assured of a diversity of trade on account of the great diversity of climate, soil and resources, and that means security in business and life in trade.

Your secretary has especially asked me to cover in my remarks the question of the security of cars in order to prevent loss of grain by theft, also the loss of grain due to defective cars, defective grain doors and the like. As compared with the general question I have been discussing, this is one of detail, and yet it is not an unimportant question.

The question of a satisfactory grain door is not an easy one to settle; and this is especially true as the capacity of cars has been increased, and the desire for a wider door opening has also arisen. When cars were loaded to twenty tons' capacity and the door was never over five feet in width, almost any grain door was satisfactory; but with a door opening five and a half or six feet wide, and with carload capacity of forty to fifty tons, the question is much more difficult. The railroads are vitally interested in this question, because they are paid freight rates only on the quantity of grain delivered to elevator or on track at destination, and are subject to claim for any loss of grain that can be proved up. Your secretary tells me that in some cases as high as twenty per cent of the cars received at grain points are in leaky condition. He has made no estimate of the loss of grain from this source; but during an experience of some nine years at a busy terminal I believe that the loss of grain from all causes, including the loss due to grain inspectors and samplers climbing into the cars, will not average one-half bushel per car. Even with an average of four times this, if we can assume the average capacity of cars at one thousand bushels, the total loss (two-tenths of 1 per cent) is so small a per cent that neither the railroads nor the grain men can afford to spend much money or lie awake nights trying to cure the trouble.

Glass bottles until recent years were always shipped in cases. The bottle manufacturers discovered they could economize a good deal in the shipment of bottles if they shipped them in bulk, corded up in cars. At the present time bottles are shipped in very large quantities corded up in cars in this way, without any packing material or boards of any kind to protect them, and the percentage of breakage is so small that it is much more economical for the bottle manufacturers to ship bottles in this way than to ship them in the old way. In the same way the grain shippers of the country might avoid the loss of grain by shipping their grain in sacks, but it is far more economical to ship it in bulk, even though there must be some leakage and loss from that source. It does not mean, of course, that the railroad companies are indifferent to the matter of loss of grain, for the difference between profit and loss in railroad business depends on watching closely just such narrow margins.

In the same way, the railroads have constantly in mind the question of protection of cars from theft. No fastening has yet been devised which is suitable for every-day use and at the same time is burglar proof. The only direction in which the railroads can advance in this respect is by so fastening their cars that it can be readily detected if they have been tampered with, and by policing their tracks and stations so they will stop the loss from this cause. Public opinion can do much to help the railroads in this respect. In most states of our Union it is regarded as no sin to trespass on the railroad right-of-way or to steal a ride on trains. With this kind of feeling in the community, the

railroads find it pretty hard work to do away with vagrants and tramps, among whom there are at least a moderate sprinkling of worse characters.

To summarize the whole subject the chief points I want to make are:

First.—That the railroads have an interest quite as great as the community at large in seeing the cost of transportation reduced. However, outside of the railroads, there are agencies at work which can help to bring about this result. For example, the movement of grain, to be handled with the greatest economy, must be regular not spasmodic. This will be realized when the facilities for loading grain at country stations become improved and as country wagon roads are brought up to the condition where they will be passable at all seasons of the year.

Second.—Grain must be loaded to full capacity of cars, and in the largest practical cars.

Third.—There must be a minimum of re-handling in transit.

Fourth.—There must be a minimum of detention for inspection, sampling, etc.

Fifth.—There must be a minimum of brokerage charges.

Last, but not least, by a co-operation of grain dealers, both shippers and receivers, with the railroads, great advance can be made in the future

have amounted to nearly if not quite one-fourth the weight with corn which actually matured. It seems probable that the loss in weight equivalent to 50 to 100 bushels per 1,000 may be expected in any season between November and May. The loss in weight is almost entirely, if not entirely, a loss of water. It will therefore vary with the per cent of water contained in the corn in November.—Country Gentleman.

THE C. E. DE PUY CO.'S ELEVATOR AND WAREHOUSE.

The C. E. De Puy Company's elevator and warehouse at Stockbridge, Mich., which is equipped for handling beans, grain and seeds, consists of a warehouse 24x60 ft. in size, two stories high with basement, an elevator 24x28 ft. on the ground and 60 feet high, with basement. In the warehouse is located the bean picking room, which is equipped with the modern facilities for handling beans, the leading crop grown in this portion of Michigan. Adjoining, is a toilet room for the exclusive convenience of the girls and women employed, being furnished with lavatory, sanitary closets, etc.

In this part of the building is also located the office, on the ground floor; while on the second floor



THE C. E. DE PUY COMPANY'S ELEVATOR AND WAREHOUSE AT STOCKBRIDGE, MICH.

along the lines indicated, and new channels of trade opened up.

GRAIN DEALERS' MEETING AT ST. JOSEPH, MO.

The Grain Dealers' Union will hold a joint meeting with the dealers of northeastern Kansas and southeastern Nebraska, at the Hotel Metropole, St. Joseph, Mo., on Friday, November 20, 1903, at 2 o'clock p. m. If necessary a night session will also be held.

Every member of the Union in Iowa and Missouri is urged to be present. St. Joseph is a convenient place to reach and as a great many members of the Union sell grain to go to that market, it certainly will be an advantage to learn something about the terminal methods in vogue there and the rules that have been adopted by their Board of Trade.

CORN SHRINKAGE.

Experiments have been made at a number of experiment stations which show that the shrinkage in ear corn may be quite considerable from November until May. For example, the Illinois Agricultural Experiment Station found during three years that the average per cent of water in varieties which matured at different dates was as follows: Early-maturing varieties, 17.1; medium-maturing varieties, 21.3; late-maturing varieties, 26.4; non-maturing varieties, 36.8. One hundred and three medium-maturing varieties which were experimented with would have lost more than the equivalent of 100 bushels of corn to each 1,000 bushels upon becoming thoroughly air dry. In some cases, the loss would

be the seed cleaning machinery for handling clover, alsike and timothy seeds; also facilities for bagging seeds and beans when ready for shipment, and ample storage room for bagged stock, which is handled by a large freight elevator running from the basement to the second floor.

Extending under the elevator is a 9-ft. basement affording ample room for receiving bins for grain and beans, from which they are conveyed by separate elevators to the cleaning machinery on the second floor, and thence to scales on the first floor.

Over the second floor are eight bins, having a capacity of 1,200 bushels each; also a room in which the bean picking machinery is operated; and over this room are four 600-bushel bins to which the beans are conveyed after cleaning. Then by gravity they are carried to the picking machinery, and thence to the hand picking room on the first floor. The arrangement of bins is such that grain can be sprouted direct from any bin in the house to cars on the track, or to the hopper scales on the first floor. The capacity of the building is 17,000 bushels. The bins are constructed of 2x4 cribbing, and the building is covered with galvanized steel siding and roofing. In fact, in the arrangement and equipment of the building every effort has been made to insure dispatch and economy in handling the different products.

Near the above described building are coal bins, 24x60 ft. in size with cement floors; also a brick engine room, wagon scales and a wool and potato house 24x80 feet in size, making altogether one of the most complete country plants in the state of Michigan.

Send us the grain news from your county.

FACTS AND FIGURES

Kansas wheat has been going to California mills and to Mexico.

Illinois broom corn is still "up in the air"—\$100 to \$115 per ton to the brokers at the farm.

The price of New York Stock Exchange seats has shrunk from \$82,000 a year ago to about \$50,000.

It is estimated that the flour mills of Minneapolis and the Dakotas consume 145,000,000 bushels of wheat annually.

A skunk was smothered in a bin of wheat in an elevator at Crookston, Minn., rendering nearly a thousand bushels of grain unfit for milling.

Montreal's grain receipts during the navigation season now closing was about 24,000,000 bushels, or about 3,000,000 bushels in excess of last year.

The grain elevator employes at Toledo have formed a union and obtained a charter from the 'Longshoremen, Marine and Transport Workers' Association.

A farmer near Arrowsmith, McLean County, Ill., who planted 90-day corn this year got 11,000 bushels from 200 acres. His rent cost \$5 per acre and cost of tillage and harvesting \$5 more.

The British S.S. Heathdene arrived at Tacoma on October 13 to load 4,500 tons (150,000 bushels) of wheat for Japan. The largest single cargo of wheat ever sent from the Coast to Japan.

King & Co.'s Port Arthur dryer is doing a big business with tough wheat, which, however, is received for treatment subject to storage after drying at Fort William and not at Port Arthur.

The Grand Trunk Railway has issued a circular to the effect that hereafter a charge of 40 cents per bag will be made for samples of grain obtained from the company's agents at Sarnia and North Bay.

The state grain inspector of Washington has found it necessary to caution shippers in eastern Washington not to send their damp wheat across the divide into the damp atmosphere of the Coast, which is ruinous to it.

A number of farmers at Davenport, Wash., have formed a wheat pool and agreed not to sell out under 75 cents. The pool represents over 100,000 bushels. The grain involved is stored in warehouses at Davenport, Moscow and Oman's Station.

The 'longshoremen, including the grain handlers, at Galveston struck recently. The former returned to work, but the grain men remained out in an effort to secure recognition of the union. The men's places were filled, so that no delay occurred in the elevators.

The S.S. Alberta made a new record at Fort William on October 19. The ship arrived at 2 p. m., was unloaded of 980 tons and reloaded with 1,340 tons of flour, etc., departing at 9 next morning. It is the first time in the history of the C. P. line that such a record was made.

Chicago bank clearings for October are \$824,973,262, breaking all previous monthly records and exceeding same month last year by \$78,000,000. This indicates healthy business conditions here and in the West. Wheat beats "water" and pork beats "paper."—Pope & Eckhardt Co. Circular.

Tyng, Hall & Co. received the first car of this year's crop of corn which has been shipped to the Peoria market on Oct. 28. It came from southern Illinois and graded No. 4, selling on track to elevator for 39c. The first car of new corn received last year came in October 22, graded "no grade," and sold "delivered" for 43c.

Warehouse Commissioner Charles C. Castle at Winnipeg claims elevator capacity in western Canada of 50,000,000 bushels, of which 15,000,000 bushels are on the lake front. With an estimated crop of only 56,000,000 bushels, there is room enough and to spare for the entire crop off the farms if the growers are wise enough to use the elevators.

FALL MEETING OF OHIO GRAIN DEALERS' ASSOCIATION.

The fall meeting of the Ohio Grain Dealers' Association was held at the Chittenden Hotel, Columbus, on October 20. As usual, there was a large attendance of Ohio dealers; and the question of the movement of corn, one of the important topics coming before the meeting, was liberally discussed. Last year, losses and other troubles, due to corn arriving at Eastern destinations in bad condition, were very frequent; and one of the principal objects of this fall meeting was to try to retard the movement of corn until it is in safe condition to handle. The majority of dealers present thought that November 15 would be too early to start the movement of corn eastward.

President C. B. Jenkins of Marion, Ohio, called the morning session to order at 10 a. m. and said:

"Gentlemen: The time has arrived for the opening of the fall meeting of our Association. You will remember that the secretary said in his call for the meeting, that we would not bore you with dry papers or subjects; but I see by the steins in this room at least that we will not have a dry meeting. I appear before you as a missionary among grain men. If there is anything that I can do to benefit the grain dealer I shall be glad to know it and do it. We have some distinguished guests who will speak to you later, but first we will listen to the report of our secretary."

Secretary J. W. McCord read his report as follows:

Mr. President and Gentlemen of the Convention:—At this time it is not necessary, under our Constitution and By-Laws, to have a regular report from the secretary-treasurer; but in order that our membership may know what is being done, I will give approximately our present status. We have money in the treasury to-day and all bills paid. Of members, we have in good standing 410 of the two classes (affiliated and members-at-large) as follows:

Members-at-large not located in territory covered by our local associations.....	70
Members from affiliated associations as follows:	
Miami-Valley Western Ohio (Dayton, Piqua & Greenville) Ass'n.....	135
North Western Ohio (Toledo) Ass'n.....	64
Western Ohio (Van Wert) Ass'n.....	20
North Western Ohio Millers' & Grain Dealers' (Fremont) Ass'n.....	41
Middle Ohio (Marion) Ass'n.....	80

A total paid up membership of 410, as reported to the National Ass'n Oct. 6, 1903, of which body this Association is an affiliated organization. We have in arrears for dues (practically all of which will be paid up before December 1) about 40 members, making our total membership about 450. In point of numbers, effective work, and also in generally satisfactory prevailing conditions, Ohio stands at the head of all state grain dealers' associations, now affiliated with the National.

By reason of the quiet and unostentatious manner in which our work is being done, we may sometimes think we are not as highly favored and as prominently before the public and the trade as we should be. We are not seeking notoriety or inviting battle with the public; and I think I am safe in saying that Ohio stands to-day pre-eminently ahead of any other state in the matter of harmony and substantial results to the individual dealer. We cannot expect the very highest standard of perfection to prevail; but as an organization we can rank just as near perfection as the individual constituency approaches to that standard. No organization on this or other special commercial lines has ever attained the maximum standard of perfection; however, it is safe to say that we have secured all that should be expected in return for the efforts put forth.

Our plan of organization seems to be the very best that could be employed. Each particular territory covered by an affiliated association in its work provides for its own peculiar conditions, by governing themselves with local talent and resident officers who know what is needed for their own good and how to obtain results commensurate with the time and money employed in the work. The financial exhibit of the state Association, as you well know, represents only a very small portion of the funds used in the work throughout the state. Over \$7,000 per year is being expended in the work, less than \$700, of which passes through the state Association's treasury.

We have had some trouble at a few points, most of which have been settled reasonably satisfactorily. At this time we have two or three troublesome cases on hand where our efforts have so far proven insufficient to allay friction; and in a manner these

cases have been temporarily left to the dealers involved to settle as best they can, after receiving the assurance from the interested parties that we have done the best we could, and all that could be expected to assist them in creating harmony.

In summing up the advantages of the work to the individual do not forget that we are far better off under an organization, even though you consider it imperfect and far short of its highest good, than we would be unorganized, with a condition of chaos, lack of acquaintance and understanding, distrust of our neighbor dealer, and want of confidence in general. If each dealer will do his part and do it well and have confidence that the other one will do his part equally as well, we shall have made a great stride in the betterment of conditions, in a business second to none in the commercial world.

At this time I cannot refrain from bestowing praise and honor where it rightfully belongs and where most deserved, for the excellent results of the work accomplished, for which you are almost wholly indebted to the officers and directors of our five local associations. Each of them has sacrificed much valuable time in looking after the welfare of their several respective localities and members, and to a man they have sacrificed their own personal interests for the good of the cause. These men should have your support, encouragement and the evidences of appreciation in every possible manner. When you have discharged this duty and when you have full confidence in yourself, your neighbor dealer and a proper regard for the welfare of the business, you will find your position in the business satisfactory to yourself and also to your brethren in the trade.

President Jenkins: You see from the report of our secretary that we are doing effective work. We are not working for show, nor are we on dress parade, but we wish to benefit the local dealer, and that we are accomplishing.

George A. Stibbins, secretary of the Grain Dealers' National Association, then spoke as follows:

"Mr. President and Gentlemen: This is the second time that I have met with Ohio dealers, and I assure you that it is a pleasure to meet you again. I am glad to report that the recent Minneapolis convention was one of the most successful ever held. We had one of the most representative bodies of grain men ever assembled. The address of your president was a well prepared paper and should be read by every member of the Ohio Association.

"My experience has been that too many grain shippers ignore the rights of the receiver in the terminal markets. There are many who want their own business protected who are not willing to protect others. If you wish to have the receivers protect your business, it is your duty to protect them. There are two sides to all these questions. As your secretary has said, the Ohio Association outranks every other association in numbers. You have reason to be proud of this standing.

"Public weights in terminal markets should be of interest to the country dealer, yet many of them have no way of weighing out their own grain. Very many do not carefully cooper their cars. There are abuses existing in all terminal markets, such as a lack of the careful protection of railway yards, which are being rectified as fast as possible. The belt lines in Chicago and St. Louis do not protect their yards, because they do not depend upon the country shipper. It is necessary to stand solidly together if we wish to have these ills remedied.

"Personally I think well of your Association, of your members also and of your disposition to pay your dues promptly. I make the assertion that if every country dealer and every receiver were absolutely honest there would be no need of associations; but since we are human, we have to have outside parties come in and adjust our differences."

President Jenkins: Ohio always leads when she goes after anything, and we have a resolution to offer. I will call upon Mr. Seeds to read the resolution.

E. W. Seeds therefore read the following resolution:

Resolved, That the Ohio Grain Dealers' Association, in convention assembled at Columbus, Ohio, this 20th day of October, 1903 tender to the Grain Dealers' National Association, through its directors, a vote of thanks for the high honor conferred on one of its members, our ex-president, H. S. Grimes, by calling him to the high office of president of the Grain Dealers' National Association, and the appreciation of every member of the Ohio Association is expressed by this resolution.

The resolution was unanimously adopted by a rising vote.

In acknowledgment of the resolution, H. S. Grimes, Portsmouth, president of the Grain Dealers' National Association, said:

"I assure you that I am proud of the honor that was conferred upon me at Minneapolis, and every member of this Association has also a share in that honor. The honor was not conferred upon me especially as an individual, but because I was a member of the Ohio Association. At Minneapolis we were handicapped by the weather, but as a business meeting we transacted more business of real value to the dealer than ever before.

"The Association is for your benefit; but individually you do not take advantage of it. If you have difficulties with your receiver, don't put the matter in the hands of a lawyer, but go to your secretary and have it placed with the arbitration committee. All the cases, nine in number, that have come before the National Association during the past year, have been arbitrated entirely to the satisfaction of each party interested.

"A matter was taken up at the National Association meeting which should interest every country dealer. I refer to the question of testing scales. We should have a bureau in Ohio which should test country, city and terminal scales. Such a bureau would go very far towards helping to maintain good weights. I think that the entire allied grain trade would be glad to have such a bureau established.

"I can assure you that while I am the president of the National Association, my first love was the Ohio Association and my last love will be the Ohio Association."

The President: I wish to call your attention to one point mentioned by Mr. Grimes. That is, what do you get from your Association. Sociability is all very well, but there are other benefits to be derived. You should all take advantage of the arbitration system. Settle all your difficulties out of court. You will find that it will be best for you in every case in which you may be involved. The only case that we had in our Association was settled satisfactorily.

Reports from affiliated associations were heard as follows:

M. W. Miller, Piqua, secretary of the Miami Valley and Western Association, said that the Miami Valley Association now covered about eight counties and was in the second year of its existence. They had enrolled every grain man and miller in their territory; and although they had had some difficulties, everything was now working smoothly.

D. W. McMillan, secretary of the Western Ohio Association: We cover about five counties and the work we have done has been of great benefit to all dealers.

After short addresses commendatory of association work from J. W. Buck, Springfield; Ed McCue, Pittsburg; Ed Ammon, Gordon; C. E. Groce, Circleville, and H. L. Goemann, Chicago, the session adjourned for luncheon.

TUESDAY AFTERNOON.

President Jenkins called the afternoon session to order at 2 p. m., and reports of local secretaries were continued.

A. E. Royce said that things were running smoothly with the Northwestern Ohio Association. Dues had been increased from \$15 to \$25 per elevator, yet no one would think of abandoning the association.

E. Kraun, Tiffin, spoke for the Northwestern Millers' and Grain Dealers' Association. He said they were getting along nicely and doing good work with dues \$10 per elevator with an occasional assessment.

J. B. Miller, Richwood: The Middle Ohio Association has increased its membership this year and is in about as good condition as we could expect. We settled our arbitration case satisfactorily. We have disposed of the sack question, and all in all, I think we are on equal footing with our neighbor associations.

W. C. Long, Convoy: The Western Association has been in existence for about four years and we are getting along all right. We have abolished the

sack evil. I am not sure what our association costs us, but it is nothing compared with the benefits we receive.

The central question was discussed, and some favored handling corn by the 100 pounds, while others favored the bushel. Fifteen dealers signified by rising vote that they handled corn on the 100 pounds basis.

President Jenkins next introduced the question of corn shipments; and a discussion was entered into as to the best time to begin handling the crop. The majority reports gave 60 to 70 per cent of a crop—in some cases larger; and nearly all favored November 15 as the earliest date for handling the crop.

Chief Grain Inspector E. H. Culver, of Toledo, said he had had to dry very much of the corn last season in order to keep it and that it had suffered a shrinkage of 7 per cent. He also spoke of the care that was taken in the weighing department at Toledo, and invited inspection of their methods of weighing and of inspecting grain. Concerning the cooping of cars, he said that grain men should be careful in putting cars in condition before loading them. No railroad company would let a leaking car go to its yards, but would have their employees patch it up first. Thus the cause for shortage in such a case could not be ascertained.

John W. Yeazell said he had been urged by the coal interests to act with them in petitioning the legislature to enact laws which should require railroads to furnish cars more promptly.

E. W. Seeds, Columbus: At our annual meeting the question of the responsibility of the initial railroad was placed before your committee. The Missouri law fixes the blame for a shortage on the originating road. Under the Ohio law the blame rests only with the road on whose line the loss occurs. What you ought to do is to see your candidates for the legislature and have them pledge to do what you request on this question. Public sentiment will help you. I think if we go to the legislature in a spirit of fairness we can also secure something in the line of a car service rule.

Mr. Grimes thought the car service rule was of benefit to dealers in that it obliged them to handle cars rapidly and thus prevent a car famine. There should, however, be more reciprocity in the demurrage question.

J. W. McCord explained the status of the Virginia law and said that due to a respite it would not be in force until January 1st.

Mr. McCord also reported that the ouster suits instituted against the American Farm Company had been successful and that this company had withdrawn from the state of Ohio.

The state's fees for these suits amounted to \$150; and on motion of Mr. Grimes, a special assessment was ordered made on the members of the Association to pay this account.

J. W. McCord spoke upon the question of securing a scale expert to examine scales. He thought if each local association would secure such an expert it would go far towards improving weights.

J. W. Burk, Springfield, said he has an expert go over his scales at regular intervals and found that it paid to have them right.

E. W. Culver: Our department has examined over 123 scales in Ohio since January 1 and found only two of them correct. We found all sorts of causes for shortages, from leaky spouts to thefts of grain before the car had gotten away from the shipper's elevator.

J. W. Dewey of Blanchester said he did not think it necessary to call in the services of an expert scale man, but that if a comparative test of all the scales in a town was made and it was found they agreed, they would all probably be correct.

A motion made by D. W. McMillan prevailed that the legislative committee of the Association take the necessary steps to bring the car service question before the state legislature and if possible to secure relief from the present evils which effect the trade.

Reports were heard as to claims made against railroads for damages due to delay in corn shipments. Nearly all such claims had been paid.

E. W. Seeds moved that the question of inspect-

ing scales at country points be referred to the governing board for action. Carried.

Fred Mayer moved that the Association tender a hearty vote of thanks to the grain men of Columbus for the elaborate manner in which they had entertained the Association at luncheon. Carried.

Geo. A. Stibbens spoke of the growing feeling of the trade in favor of arbitration.

E. W. Seeds responded on the same question.

Fred Mayer said he thought he expressed the sentiments of the Toledo receivers in saying they would rather arbitrate than go to law. He thought the trade in general should use the services of the arbitration board whenever the occasion required.

President Jenkins, in a few words, thanked the members for the large attendance and interest shown in the meeting. He also paid a tribute to the work of Secretary McCord, and thanked the grain men of Columbus for the courtesies shown to the Association. The meeting then adjourned.

COLUMBUS NOTES.

T. S. Trainer of the Union Line and A. L. Gilmore of Traders' Dispatch represented the railroad interests.

Chas. O. Peters represented the Grain Dealers' National Mutual Fire Ins. Co. and the Ohio Grain Dealers Ins. Co.

The Grain Dealers' National Association was represented by President H. S. Grimes and Secretary Geo. A. Stebbins.

Representative A. S. Garman of Huntley Mfg. Co., Silver Creek, N. Y., made the smokers glad by presenting them with a handsome celluloid matchsafe.

Thirty pin points were distributed by A. S. Garman of Akron, Ohio, with the advice to pin their faith to A. S. Garman & Sons when in the market for grain elevator supplies.

Dealers were the guests at luncheon, as usual, of the Columbus grain men. Those who entertained were J. W. McCord, A. S. & C. H. Tingley, G. Bornhauser, E. R. Woodrow, E. W. and K. B. Seeds, J. P. McAlister, Chas. E. Switzer, A. Felty, G. M. Williams.

Terminal markets were represented as follows: Toledo by Fred Mayer of J. F. Zahm & Co.; Charles Knox with Reynolds Bros.; W. W. Cummings with J. J. Coon. Chief Grain Inspector Edward H. Culver. Pittsburg by R. A. Sheets with R. S. McCague. Cleveland by A. W. Augspurger and Wm. H. Binkley, Springfield, representing the Cleveland Grain Co. Cincinnati by J. W. Ellis of Ellis & Fleming. Buffalo by W. G. Heathfield of Heathfield & Washburn. Baltimore by Thos. Clark & Sons and Thos. Johnston & Co. Chicago by H. L. Goemann.

Among the dealers present were C. B. Jenkins, Marion; W. J. Jenkins, St. Paris; H. S. Grimes, Portsmouth; J. P. Barnhouse, Morral; C. D. Crissman, Manchester; E. C. Buroker, Rosewood; Ed H. Wilson, Lippincott; J. W. Channel, Malvin; Walter S. Snyder, Carey; J. B. Seymour, Kenton; O. E. Gwinn, Washington C. H.; D. W. & J. S. Dewey, Blanchester; L. G. Shanley, Pemberton; S. S. White, Morral; M. E. Wymer, Rosewood; W. M. Myers, Abe; H. M. Coppess, Stelvideo; E. E. Harbour, Pemberton; Joe Wolcott, Conover; John Wren, Deunquat; H. Hall, Plain City; James Taylor, Baltimore; S. G. Chamberlain, North Lewisburg; H. O. Toms, Prospect; George R. Curl, Circleville; F. P. Hastings, Cedarville; T. B. Marshall, Kirkwood; M. M. Miller and C. N. Adlard, Piqua; W. L. McElhaney, Waldo; A. Lanehart, Butler; E. A. Grubbs and O. F. Davison, Greenville; Charles Wilson, Plain City; H. C. Wagner, Pleasant Corners; L. Ammon, Gordan; O. P. Lenox, Jr., Claborn; George Legget, Westville, L. W. Baker, Maplewood; J. F. Bales, Circleville; C. A. Barnthouse, Upper Sandusky; T. W. Baum, Duval; T. T. Bictly, Rattlesnake; J. W. Burk, Springfield; O. P. Chaney, Canal Winchester; D. T. Cook, Basil; Ogden Edwards, Troy; C. E. Grove, Circleville; M. H. Long, Lima; W. C. Long, Convooy; W. H. H. McCool, Jaysville; Ed. McCue, Pittsburg; C. K. Patterson, Picketon; J. Rowe, West Baltimore; Geo. S. Schaeffer, Dayton; F. W. Talbott, Crestline.

STEAMER MINIMUM ABOLISHED.

The Trans-Atlantic lines have abolished the minimum grain rate. This rate agreement, as arrived at a year ago, put the lowest rate at 3c per bushel, and when on October 14 the agreement expired by limitation, the American lines at Boston started a rate of 2½c to compete with the Montreal route. This action gave immediate stimulus to grain shipment from Boston. During the year the rate was in force, exports of grain dropped enormously, and the fact was discouraging to exporters and to the railway lines alike. The action of the steamship companies comes in the nick of time, and Boston expects a good winter's business, now that competition in rates is restored.

MILWAUKEE EXPORTS.

Along about October 15 Milwaukee, for the first time in fifteen years, made an export shipment of grain direct to Liverpool, the stuff being taken from the new elevator of the Berger-Crittenden Company.

This company, which is a reorganization of the Berger-Anderson and Berger-Crittenden companies, both are owned by the same people,—the former handling the mill business, and the latter company the grain trade,—has sixty elevators on its Nebraska line, and after the close of navigation, expects to handle the grain with car ferries until navigation opens again next spring. The company has just finished the improvements on its elevator, which enable it to load the grain into boats.

ABOUT FROSTED CORN.

"Over twenty years' experience handling corn at Bloomington should qualify me," says E. H. Rood, in the Pantagraph, "to give some information about frosted corn which may prove valuable to farmers and dealers in the great corn belt of Illinois.

"Corn is one of the tenderest plants that grows, and when only touched by frost its progress towards maturity and ripening is checked at once. The husk afterwards never becomes loose on the ear, and the many leaves that inclose it must dry through before the corn itself dries, which is a slow process, requiring several weeks. Maturing without frost, it soon dries, the husk loosens and it is soon fit for market.

"Even experienced observers, who visit the fields several days after the first frost, will often pronounce the corn uninjured, but the immature ears will be found soft after one or two weeks of warm weather. It takes fully six weeks with the best of weather to dry frosted corn sufficiently for market and then it will be found shrunken and light. The gathering of corn fully matured without frost is an easy task and quickly performed. That frost ever benefits corn or hastens the ripening is a mistake. Corn dented before frost will not shrink very much in drying and when dried it is merchantable. I once hung up a frosted ear weighing 28 ounces. When fully dried it weighed 16 ounces. If corn cribbed in the fall and winter is found to be moulding in the spring it will soon dry if shoveled over in and left in the crib."

It is said that the smallest salary paid by any railway in the world is drawn by James W. Cryder from the Clover Leaf. For attending to the switch light at Bowman, Edgar County, Ill., he is paid 50 cents a month and draws this sum regularly from the pay car. He is in the grain business at Brocton, but owns an elevator at Bowman, three miles away. No one but employees is permitted to ride a velocipede over the tracks, and as such a mode of conveyance would be a great convenience to him he succeeded in securing permission by agreeing to enter the company's employment and fulfilling a contract to keep the switch light burning every night in the year. The company finds that it has reliable service at small cost, and in addition has a profitable customer in Mr. Cryder, who ships a large amount of grain over the road.

COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Insurance Not Lost by Absence of Watchman.

The Supreme Court of Michigan affirms the judgment for insurance rendered in the case of McGannon against the Michigan Millers' Mutual Fire Insurance Company (87 Northwestern Reporter 61), wherein it was held that section 5180 of the Compiled Laws of Michigan of 1897 applied to the policy of insurance sued on and that the policy did not become void for failure to keep a watchman upon the premises on Sundays; the loss not having occurred such times or by reason of the absence of the watchman on Sundays. The section referred to provides that "no policy of fire insurance shall hereafter be declared void by the insurer for the breach of any condition of the policy if the insurer has not been injured by such breach, or where a loss has not occurred during such breach, or by reason of such breach of condition." This language, the Supreme Court declares, was broad enough to cover the policy in suit, whether it be regarded as a Michigan standard policy or not, and it thinks that it was intended to cover all policies issued in that state after it became a law.

Again, in the lower court the judgment rendered by which is affirmed, it was held that the act of the watchman, a competent man, whose duty it was to remain on the premises and perform the duties of night watchman until twelve o'clock midnight, when he would be relieved, did not constitute a breach of the warranty which avoided the policy, when he left the mill the night of the fire at 10:15 p. m., on account of his wife being sick, and remained away thereafter, going to bed before the time of the fire, which originated at about 11:30 p. m. On the one hand, it was insisted that the application was the basis of the insurance, that the agreement therein to keep a watchman was a warranty, and that the failure to do so avoided the policy.

On the other hand, it was contended that the agreement to keep a watchman was a promissory agreement and not a warranty, the literal observance of which was necessary to keep the policy in force, inasmuch as there was no express provision in the policy that a failure to keep a watchman at all times should make the policy void. This leads the Supreme Court to say that the authorities upon these several propositions are very conflicting. The old rule as to warranties fully sustains the contention of the company, but there has been a tendency of late years to hold that the substantial fulfillment of an agreement like that in question is sufficient. And the later and more liberal view is here followed.

Liability for Wild Mustard Seed Among Seed Oats.

In an action brought to recover damages caused by the introduction of wild mustard seed into a farm by the sowing of oats purchased for seed, it appeared that the seller stated both in his catalogue and in a card accompanying the oats that, if the seeds were not as represented, he would re-fill the order, provided sufficient proof was given within a reasonable time; that he could not guarantee the crop, and would not be responsible for it; and then in the card he expressly provided that, if the oats were not accepted on these terms, they must be returned at once. The oats having been shipped to and received by the purchaser under this offer, the fourth appellate division, of the Supreme Court of New York holds (Bell vs. Mills, 74 New York Supplement, 224) that he was called upon, before he accepted and sowed the oats, to examine and inspect them, not only as to the general appearance of the seeds themselves, but as to their being pure, clean, and free from noxious seeds, and if they were found to be not as represented, but to contain foreign seeds, he must refuse

to accept them, or to complete the contract, and could then take advantage of the provision in the offer to have his order refilled. He could not accept and sow the oats, without examination and inspection, thus completing the contract, and then rely upon any implied contract as to the purity of the oats, for the breach of which he could recover damages for the introduction into his farm of the noxious seeds.

Nor is the court able to see how, in any event, an implied warranty as to the purity of these seed oats would survive the acceptance and sowing of the same, under the evidence in this case, where it appeared that the purchaser made substantially no effort to discover whether the oats contained any foreign or noxious seeds, and all he did was to observe casually the general condition of the oats themselves; that they were plump, good-looking oats, while the mustard seeds were freely distributed through the whole lot of oats, so that the plants therefrom sprung up over the whole field upon which the oats were sowed, close together, and the seeds could have been easily discovered by placing the oats upon any level surface, even flat of the hand, moving them about. Concededly, the purchaser, upon receipt of the oats, was called upon to make a reasonable examination and inspection thereof before sowing the same, and a warranty would only be implied as to defects which were not discoverable upon such reasonable examination and inspection. Again, the court holds that the fact that the purchaser, after he discovered the presence in the oats of the foreign seeds, continued to use them, would seem to constitute an acceptance under the contract, which no implied warranty of the oats would survive.

The court also holds that, as a general proposition, if the purchaser was entitled to recover damages, their measure would be the amount paid for the oats sowed, and the difference in the value of the whole farm by reason of the introduction of the mustard seed into the land sowed with the oats. And it says that it was the farmer's duty, when he discovered the injury done to his land by the introduction of mustard, to do whatever he could to make the damages as little as possible.

THE FIRE BUCKET.

BY J. R. B.

I will first quote from Mr. Atkinson: "Put in as many pails as you think will be suitable, then add as many more buckets of the same size, and if you are then satisfied, put in a few more."

This shows what a man of experience thinks about the number of buckets that should be handy in case of fire. The few things that I wish to show in this article are: The number of buckets, their disposition or distribution about the premises and how they will be handled in case of fire in the absence of a drilled brigade.

Have about six buckets at each water barrel, using flat bottomed, galvanized iron ones, and at each entrance or door to mill have about twenty-four buckets. Now, in case of fire, some one must take it upon himself to throw out the buckets and urge or persuade every man present to get a bucket of water. Unless this is done your buckets are not worth a cent outside of those at the water barrels. Usually this is the quickest way of getting water to a fire and on which all depends for effectual work.

One or two men must take it upon themselves to put the water on the fire even if there is danger to their persons. Do not give up throwing water if you can reach any part of the fire, for as soon as you can reach the fire with water you make a hot, moist atmosphere which reduces the risk of an explosion and at once stops the rapid burning. Put the water on the fire at the very first and most convenient place you come to, if it has spread at all, as every bucketful will go up in vapor and this vapor will reach places that you could not reach with water.

Now, in regard to the way the buckets will be handled in case of fire: A great number run into the building with buckets of water and never think

to grab up an empty one and return. It happens just this way, so all you can do is to throw the buckets out on the ground just as fast as they are emptied. The supply of water will come like magic. Do not forget this one thing: Have a good supply of buckets and throw them right into the crowd, if any number has gathered, with the command to bring water. Keep on hallooing: "Bring water!" and you will be astonished at the ease with which an awful calamity can be averted.

A GASOLINE ENGINE TROUBLE.

"What's the matter with that gasoline engine now?"

"I don't know, sir," the man replied. "She just started to stop. That's all."

"Well," said the boss, "let's see if we can find the cause of the trouble."

First they looked at the battery wires, because that was where the difficulty had happened the week before. These seemed to be all right, but the owner carefully inspected every inch of the wires, for sometimes the cloth-covered wires will break in places never to be suspected, and as the cloth insulation keeps the ends of the wires from falling apart, the break is hard to locate. Sometimes the ends of the wires will happen to touch, completing the circuit. A jar will separate the ends and break the contact, and as this making and breaking of the circuit occurs frequently, it causes much trouble with the engine. In this case, however, the wires were found to be all right and on testing for the spark it was also found to occur correctly.

"Well, see if there's gasoline in your tank," said the owner.

"I just filled the tank this morning," replied the engineer, "and I know it's more than half full now, but I'll go and see."

He reported that the tank contained plenty of gasoline.

"How does it get from here into the engine cylinder?" asked the miller.

"Why, there's a little tube you see here, with this regulating screw, and when the engine takes a charge it sucks gasoline up through this tube."

"Stick a wire or something into the tube and see if it's open. Maybe it is stopped up."

On doing this the engineer could not force the wire through the tube.

"Looks as though she was stopped up, doesn't it? I'll take it out and see what's in it."

As he did this and forced the obstruction out of the tube, it was found to be a piece of black scale from the inside of the gasoline pipe.

Obstructions in the gasoline feed mechanism are by no means uncommon, and many of them are of such a character as to cause tedious and annoying delays. Sometimes the gasoline is poured into the supply tank without using a strainer and dirt in the barrel, shavings, etc., get into the tank and are carried up through the suction pipe, lodging in a check valve or in some part of the feed device. Or dirt will collect in the feed until it interferes with regular and efficient flow of the gasoline.

Beginners in the handling of gasoline engines are not the only ones who meet with this trouble. Expert gas engine operators are likely to meet with it at any time; and only ceaseless vigilance will enable one to avoid this trouble.

The Society of Equity is still hustling for dollar-wheat, which the sanguine president still sees "in sight."

Chicago again became a wheat receiving port on November 9 when the steamer Masaba arrived with the first consignment of 2,000,000 bushels to be forwarded from Duluth. The Masaba was taken to the Minnesota elevator in the north branch, the fastest one on the river, but it took three days to discharge her cargo. With such delays it will probably be midwinter before the last of the wheat fleet is unloaded. The grain was placed for shipment at 1½ cents a bushel, identical with the Duluth-Buffalo rate.

IN THE COURTS

An order for foreclosure of a mortgage upon the elevator of Wm. Wakefield at Princeville, Ill., for \$2,500, was issued at Peoria on October 15.

Jas. H. Conrad has sued the Geo. A. Adams Grain Co., at Omaha, alleging the latter's failure to deliver 13,000 bushels of oats as per contract, and claiming damages of \$826.65.

The Great Northern Railroad Company has begun an action of injunction to stop the building of an elevator on its right-of-way by the Farmers' Independent Elevator Company at Niles, N. D.

Johnstone-Menish Co. has sued the G. T. Elevator Company at Port Huron for \$20,000, as assignee for a claim held by the E. Bottsford Company, growing out of the construction of the elevator annex some years ago.

E. T. Staten & Co., Dallas, Texas, on November 2, began an action at Fort Scott, Kans., against Hammel & McCarty, Bronson, Kans., to recover \$605, the loss on 11,000 bushels of corn, which defendant failed to deliver on a contract, as alleged.

The Federal grand jury at St. Louis on October 30 returned indictments against persons connected with the Rialto Grain and Commission Co., Merchants' Brokerage Company and the International Securities Company, charging them with illegal use of the mails.

The suit of the Barnum Grain Company against the Western Union Telegraph Company to recover \$283.20 has been settled out of court. The loss was occasioned by a blunder of the Telegraph Company which should have delivered a telegraphic order to another party than the Barnum Grain Company, Minneapolis.

W. W. Culver, Wichita, Kans., has filed a cross-bill in the action brought against him by the Farmers' Co-operative Grain and Live Stock Co., alleging damages to his character and business to the amount of \$1,650. Culver was formerly agent for the company named, whose officers charged him with embezzlement, a charge which the court found to be foundationless.

Geo. T. ("Red Letter") Sullivan, Chicago, has filed a petition in voluntary bankruptcy, in which more than 1,000 creditors are named. The total indebtedness scheduled is \$118,562. Sullivan contends that he is not liable personally because the debts were contracted by the G. T. Sullivan Company, a corporation against which bankruptcy proceedings were started several weeks ago.

On November 7, Farmers' Co-operative Shipping Association of Upland, Nebr., secured from the Supreme Court at Lincoln a writ of mandamus, directed to the C., B. & Q. R. R. Co. and returnable December 1, at which time the company will show cause why it should not comply with the order of the court to furnish the said Association with a site for its elevator at Upland.

Upon the application of C. W. McComb, grain buyer at Wilsonville, Nebr., Chief Justice Sullivan of the Supreme Court of Nebraska on October 21 granted a temporary writ of mandamus, returnable November 4, requiring the Burlington Railroad Company to supply him with cars in which to ship grain. McComb alleged that the rival elevator has been furnished twenty-five cars, while he has been able to secure only three.

Action has been brought at Oskaloosa, Iowa, by a firm of grain dealers at New Sharon against the Iowa Central R. R. Co., claiming damages of \$10,000. The grain men allege that the railroad company refuses to continue to operate a switch to their elevator and stock pens although said switch or side track was built in the early '70s, and up to a short time ago was operated by the Railroad Company, and that large shipments have been made during the last twenty years as a result of said facilities. The Railroad Company answers that a recent change in the grade of the railroad through

the town where this track is located makes it impracticable to maintain the side track in its former position. The case has been before the board of railroad commissioners, but no action was taken by that body.

The Security Bank of Atwater, Minn., and several unnamed creditors of Dahl & Peterson, have sued the insurance companies to enforce their claims against grain in store in the said firm's elevator where it burned last spring. The companies paid the building loss promptly; but the parties have been unable to agree on the amount of loss on the grain, the owners claiming \$4,000, and the companies only \$2,300.

Wm. Michael, formerly treasurer of the Christie Grain and Stock Company, Kansas City, has sued C. C. Christie, president, for \$18,000 damages. Mr. Michael states that he bought stock in the company and entered into an agreement covering a period of five years, in which Mr. Christie should receive \$12,000 per annum as president and that he should receive \$8,000, the amount of salary not to be changed in the specified time; but that on June last he was ousted of his position.

When the Haviland Grain and Live Stock Company, Haviland, Kans., commenced the erection of the elevator near or on its right of way, the Rock Island went into the District Court and secured a temporary restraining order, but when the case came up for hearing the injunction was refused. The company at once recommenced work on the elevator and the Rock Island went to the Supreme Court for an injunction restraining the company from working on the building pending the filing of an appeal and the final settlement of the case in the Supreme Court. The petition was refused by the court on October 12.

An action brought by G. E. Giffen against the C., B. & Q. R. R. Co. for personal injuries, Giffen, an employe of an elevator at Grafton, having been hurt by a switching engine while at his regular line of work pushing cars on a sidetrack into place before the elevator for loading. The company set up as a defense that the sidetrack was its property and that the elevator company occupied the ground and used the track as a licensee and as such should not interfere with the switching of the company's trains. It alleged contributory negligence on the part of Giffen for not waiting until he knew the train was out of the way before getting to work on his car. Giffen answered that when the brakeman had "spotted" the car it implied that the switching was finished and that he had a right to so presume. The Supreme Court in reviewing the case sustains the position of the road in regard to an elevator company being merely a licensee, but affirms the lower court as to damages awarded Giffen.

On October 27 the Chris Pfeiffer Boiler Company and the Webster Manufacturing Company filed a bill in the Superior Court to enforce two judgments amounting to \$3,750 against the Hawkeye Elevator Company. The bill alleges that the complainants believe that the Elevator Company holds some interest with the defendants, D. H. Stuhr & Son Grain Company, now known as the Tri-State Grain Company, Richard Fitzgerald, and Charles C. Chace. The court is asked to make a discovery of what the interests are or what indebtedness may be due the Elevator Company from the other defendants. The Chris Pfeiffer Boiler Company secured a judgment in the Superior Court August 15 against the Elevator Company for \$1,138, and the Webster Manufacturing Company secured a judgment in the same court August 11 for \$2,612 against the Elevator Company. The complainants declare that executions were issued on the judgments and that the sheriff returned the same, saying "no property found and no part satisfied." Subsequently, on November 3, Chas. H. Hubbard was appointed receiver for the Elevator Company and its leasehold at Hammond, Ill.; bond, \$20,000. The receiver was appointed in the foreclosure proceedings begun by the Northern Trust Company as trustee under the bond issue of the company. According to the bill the concern secured a lease April 19, 1898, from the Chicago Junction Railway Company to land in West

Hammond, Ill., on which it erected a large elevator and issued seventy-five bonds of \$1,000 each. The company then entered into a contract with the D. H. Stuhr & Son Grain Company, which agreed to pay an annual rental of \$5,000 a year for the use of the property. According to the bill there are no officers of the Elevator Company now in the state and the interest on the bonds due November 1 has not been paid.

FACTS AND FIGURES

Two cars of new ear corn, the first of the season, arrived at Chicago on October 23 from central Illinois. It showed excellent quality, and sold at 48 cents on track.

The first grain brought down the Fox River of Wisconsin in twenty-five years by boat was shipped to Green Bay on October 18 and consisted of 5,000 bushels of barley from Stockbridge, Wis.

Wheat for export has been scarce at Portland, Ore., where on October 15 no less than fifteen deep-sea ships were waiting for grain cargoes, all chartered and expected to carry out 9,000 tons.

Many farmers in the Michigan bean area have thrashed beans before they were thoroughly dried, and in consequence the elevators in Macomb and St. Clair counties have had trouble with them.

Homer H. Peters, late of Bartlett, Frazier & Co., who owns a fine winter home in San Diego, Cal., has plans drawn for a new tourist hotel to cost \$250,000, which will be completed within a year.

A car of corn was received at Chicago from Farmerville, Ill., on October 22 that the trade said was new corn mixed with old. Wanser & Co., who received it, said it contained new corn in the ends of the car. It graded No. 3. Kansas City had a car of new no grade corn the same day from Oklahoma.

The first new cob corn for the season reached Baltimore on October 7, consisting of a small lot of six barrels of the yellow variety, from Kent County, Maryland, and sold at \$2.60 per barrel. The first receipt of new ear corn last year was noted on September 19, and brought \$2 per barrel, not comparing in general excellence to the initial offering of this year.

The inspection of wheat at Winnipeg for the period from Sept. 1 to Oct. 31 this and last year shows a marked change in the character of the grain, as well as some decrease in quantity, the total inspection for the period this year having been 11,378 cars, compared with 13,509 cars a year ago. This year the No. 1 hard grade has amounted to but 349 cars, whereas last year's inspection was 7,731 cars. Of No. 1 northern there were 3,856 cars this year, to 3,296 cars last year, and of No. 2 northern 4,014 cars, comparing with 1,057 cars a year ago. No. 3 northern also shows a substantial increase this year—1,964 cars, as compared with 417 cars the previous period. Other grades show slightly larger this year than last. Where a year ago over 50 per cent of the receipts reached the top grade of No. 1 hard, this year barely 2 per cent passed that grade.

The Funks (seed growers) at Bloomington, Ill., this year took a first prize on Leaming, first on Golden Eagle and first on bushel of yellow corn grown in Illinois at the recent state fair. "This corn was gathered from our general fields. We do not take corn from our breeding flocks to show at fairs, as we consider it too valuable for other purposes. In selecting this corn for show purposes we send an ordinary farm hand through a few fields, with instructions to gather the corn that is mature enough and of sufficient quality to grade as seed corn, such as we send out in crates. From this we select our corn for show, our corn expert doing the selecting. This year we had to gather the seed corn rather early, about September 12 to 16, this season being very backward, and we selected for earliness rather than for other qualities." —Orange Judd.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., NOVEMBER 15, 1903.

Official Paper of the Illinois Grain Dealers' Association.

REPENTING AT LEISURE.

It is in no spirit of levity, nor yet of exultation over others' misfortunes, not even because "we told you so" (though we did), that we reprint on pages 243 and 248 the distressing records of coöperative failure in Nebraska, as told by local correspondents. It is only as a matter of recording exemplary phenomena of human gullibility and frailty that, to the events referred to, it might be added that at a station called Neilsville, in North Dakota, a farmers' company was recently wrecked and its credit abused to the extent of \$8,000 by a speculating manager, whose earlier ventures were profitable and not displeasing to his superiors; that at Keystone, Ind., certain notes given by farmers in payment for about 50 per cent of the stock of a queer coöperative elevator to be erected there by the Buffalo Coöperative Elevator Company, turned up at a bank at Montpelier, Ind., for collection, although the work of construction has not commenced; and that the Export Elevator Company at Whittemouth, Manitoba, a flat house, broke up in a row because the manager graded the wheat too low and docked too heavily for dirt.

These episodes are not unusual, nor in any degree unexpected. They are not, perhaps, necessarily concomitants of coöperation, but they do illustrate the difficulties that are so inherent in farmers' industrial coöperation as to make its success in this country the exception rather than the rule. These coöperative ventures will not, as some farm papers urge their readers to believe, "solve the grain shipping problem;" although we are free to admit that in some parts of the country, where the line company system has been worked to rather indecent lengths, they may palliate a system that is exploited altogether

to much on the pork principle, for which the grain trade as a whole is often made the scapegoat.

A TRAIN-LOAD RATE.

The paper by Mr. Delano on page 253 is a most valuable contribution to a subject in which all grain men are profoundly interested. The great interest in and the important truths of the paper should not, however, be allowed to overshadow Mr. Delano's one glaring error, that there should be a train-load as well as a car-load rate.

The argument is plausible, and one frequently used by railroad men; who say that the lessened cost to them of handling few parcels for one shipper as distinguished from many parcels for many shippers justifies a lower rate. But the nature of railroad service to the public and the relations of the roads to the public are such that the roads are bound in equity and in law to make rates equal as between purchasers of transportation and as impersonal and as devoid of bargain features as the sale of government stamps. The car-load rate is one that only a certain class of comparatively large concerns can avail themselves of. It is itself a sufficient profit, compared with the cwt. rate, in a close competition between individuals, to enable the car-load man to drive the cwt. man out of business. The profit in a train-load rate, in like manner, would be sufficient, in these days of enormous transactions on very small margins of profit, to drive all but the train-load concerns out of trade. A rebate of a cent a bushel on grain to a favored concern, as by a train-load rate, would be sufficient to give the train-load concern command of all the business it should elect to control.

It is a true indictment that by car-load rates, special rates, rebates, illicit privileges and free grants of service of all sorts, the American railway system has showered upon its favorites privileges that have made many millionaires by depriving their competitors of the power to compete. It is this gross abuse that all efforts at railway reform must at once aim to correct. So, if special privileges be penalized, as they must be, the maximum unit for basing rates must also be kept as small as possible. It should never exceed the car-load, and in many branches of trade the ton limit would be more equitable and wholesome from the point of view of society and the business relations of men.

CORN BY THE CWT.

The eastern Indiana branch of the Indiana Grain Dealers' Association, at a meeting at Anderson on October 31, decided to buy corn hereafter by the cwt. instead of by the 68-lb. bushel authorized by Indiana law. The Indiana law was an unfair and unwise attempt on the part of the farmers and their legislative friends to legalize a short bushel, not recognized by any grain exchange. Under the circumstances this resort to the cental standard may be justified as a measure of self-defense. But otherwise the cental standard is, as has been repeatedly shown in these columns, a pure fad, with nothing to recommend it, in view of the fact that our Pacific Coast is the only grain-producing region in the world that uses it. It is never

wise in business to go counter to business habits and customs. It creates friction; the introduction of unusual and unfamiliar weights and measures or trading conditions unsettles confidence and arouses suspicion, which is always to be avoided. Finally, to get on the other side, when the unit increases, the percentage of profit decreases; a dealer cannot take the same proportion of profit on 100 lbs. of corn as a unit that he can on 68 lbs. after the farmer adjusts himself to the larger unit.

ILLINOIS CANAL IMPROVEMENT.

While the "American Elevator and Grain Trade" believes that the more economical, and quite as practicable, way to create a permanent waterway of sufficient size from the Lakes to the Mississippi in Illinois, would be the enlargement of the Illinois and Michigan Canal, nevertheless it is impossible to disguise the fact that the project to canalize the Illinois River from the Joliet-Lockport end of the Chicago Drainage Canal is much more likely to receive the attention of congress than the other project, however meritorious *per se*. As the canal and river are parallel waterways, the interests of the canal towns and the shipping points affected by the influence of canal rates would be as well conserved by the river improvement as by the enlargement of the canal, in which case it is the part of wisdom to make a strike for the practically attainable rather than for the unattainable ideal.

State politicians of the 30-cent type have effectually queered the I. & M. Canal. We doubt if it can in any way be resurrected permanently. The legislature will quit giving some day, if it is not in fact illegal to do so now; so it will be safe advice for canal grain dealers to urge the river improvement upon the attention of congressmen at the expense of the old canal, in spite of a natural preference for the enlargement of a canal on which their houses now stand. But water transportation would regulate the rail rates, no matter where the grain houses might be located.

STATE WEIGHING.

Those among us, and they are not few, who still cling to the old superstition that there is any natural virtue in state supervision of utilities—that it is infallible in its judgments and acts—are respectfully referred to the spectacle now presented by the railroad and warehouse commissions of Minnesota, Illinois and Missouri. While more extended reference is made to this matter on other pages, it may suffice here to note that in Minnesota direct access to the public records is arbitrarily denied the public because, forsooth, "trumped up" claims might be filed against the transportation lines. In Illinois and Missouri the commissioners of both states, after permitting the trade to flounder for a long period in the slough of execrable service, suddenly woke up, after the trade had extricated itself from its dilemma, and deliberately annihilates the results of months of hard work by ousting the Merchants' Exchange Weighing Bureau and substituting their own appointees.

By all three commissions the doctrine of "the public be damned" has been carried to the

limit in ignoring the public's wishes. The situation in Minnesota and in Illinois is such as to render political state control of this public service contemptible. In Missouri it remains to be seen what may be accomplished by the restoration of political control of public weighing, ousted after much tribulation. The abolition of the 3-lb. tare hitherto taken per 1,000 bushels in Missouri is a step in the right direction, and shippers will not object to the remission of the weighing fee; but "man shall not live by bread alone"—the grain trade needs good weights as well as cheap weighing. Will it get both? is now the question in Missouri.

THE STORAGE PROBLEM.

The storage problem is perennially interesting, because there are always elevator men who "store" and don't always know how to do it: take stuff on verbal agreements or issue ambiguous receipts,—and get into trouble. Fortunately, the courts are beginning to recognize the character of this custom of the trade, for such it is, and to define storage delivery as a sale, at a price to be determined by the farmer at his leisure. Of course, to elevator men who like that sort of business, it's the sort of business they like, but it's a cold-blooded way of taking chances.

This was always so, to a certain extent; but with his modern facilities for obtaining information by telegraph and telephone, the farmer has an equal chance with the grain man for "calling the turn" when quick action is necessary. For example, the Duluth Commercial Record the other day quoted a prominent elevator man as saying on this very subject,—

Declining prices such, for instance, as we have had in flax during the last week, go a long way toward wiping out the small elevator margins. A farmer will send his grain or flax into us, taking out a storage ticket and leaving same at bank or with some friend in town. Being in close touch by wire or telephone, he lets the grain remain in store so long as the price remains stationary or is advancing, knowing that if a break comes he can telephone the bank or agent and sell at the old price before we can get a wire to an agent notifying him of the decline.

So don't store; but if you do, don't, for goodness' sake, growl when you get squeezed at it.

DELANEY IN THE ARGENTINE.

On November 5, Frank J. Delaney, as representative of the Nash-Wright Company of Chicago, sailed from New York for Buenos Ayres for the purpose of acquiring exact information as to the qualities and methods of merchandising the wheat and corn of the Argentine Republic. Incidentally he will cable brief crop reports; and as part of the work of his tour, covering the entire agricultural region of the Republic, he will endeavor to form an intelligent estimate of the possible area of the Republic which may yet be brought under cultivation to these great cereal crops.

The Nash-Wright Company, in making the announcement of his departure, modestly remark that, "we feel that his observations will be of some value." His employers might have been more positive. Mr. Delaney is familiar with all the technicalities of the grain trade. Moreover, he is a man of sane views; so that in sending him to the Argentine, they have done

the trade the conspicuous services of sending an observer who is mentally equipped to intelligently estimate the trade meaning of what he sees, to look for that which he cannot superficially see but knows must exist, and to understand and appreciate the commercial relations and significance of the facts as he finds them. Too much of our commercial information, so called, from abroad has been furnished of late by newspaper correspondents who write voluminously of matters of which technically they know nothing, but concerning which they compile guide book data more or less—generally more—colored by chauvinistic optimism (or pessimism) which reduces the qualitative value of their work to a minus quantity. Mr. Delaney's work will not be of that stripe, we may be sure.

As he will carry official credentials from Secretary Wilson, of the Department of Agriculture, and Secretary Cortelyou, of the Department of Commerce and Labor, Mr. Delaney will have abundant and exceptional opportunities for detailed investigations as to the possibilities of Argentina; and his reports will be first published by these Departments.

THE GOVERNOR AND CIVIL SERVICE REFORM.

It is a very unusual spectacle, indeed, to see the governor of a great state like Illinois on the stump in a "time of profound peace," when no campaign, even for primary delegates, is on, in defense of himself. The reasons for this singular misconception of official dignity by Gov. Yates are well understood in Illinois, where the unrestrainable eagerness of certain rivals of the Governor has opened a campaign which at the rate it is going may be sufficient to wear out the patience of the voters long before they will be allowed to express their opinion at either the primaries or the polls. Thus far about the only matter of public interest in the contest is Gov. Yates's defense of the grain office. He said at Alton on November 3:

"One of the departments that has been criticized is the state grain-inspection department. It has been charged that inexperienced men are employed in that department. Listen."

The Governor then read a report giving in detail the years of service in the grain-inspection department of every man employed therein. The figures showed the average length of service of the four heads of departments in the grain-inspection department to be twenty-eight and a half years; the service of the second assistant inspector to be fifteen and one-half years, that of the third assistant inspector to be six years, and the average length of service of the entire force to be more than ten years.

"Talk about civil service," said the Governor, "without a law we have a merit system in force in the administration."

The Governor begs the question. But granting what he has said to be true, and we believe it is true, the statement does not cover the whole ground; nor if it did, would it be a sufficient answer to the charge against his Excellency's political influence as a party leader that he was largely responsible for the failure of the last legislature to give the grain trade the kind of a civil service law in the grain office they asked for. The law might not have been any better in practice than the actual "civil service" the administration has given, but it would have been *the law*, and the law would

have taken it out of the power of the administration to conduct the office *on any other principle*, and that is what the grain trade wants. It is unfortunate that Governor Yates, having known what the grain trade wanted, should, out of deference to peanut politics, have used his influence to prevent their getting it.

We have not seen the Governor's defense of the performances of his Railroad and Warehouse Commissioners *in re* weighing at the East St. Louis public elevators. Has he any?

STILL AFTER GRAIN THIEVES.

There are justices and justices in Chicago. At South Chicago on October 8 the Grain Shippers' Protective Association succeeded in getting two boys fined \$10 each and a third held to the Juvenile Court by Justice Callahan on the confession of one of them, that they had robbed a grain car on the Lake Shore tracks at Albert Schwill & Co.'s malt house of three sacks of barley.

On the other hand, on October 10 Justice Hurley in the city discharged, as not guilty, three boys, aged from thirteen to fifteen years, who had been caught in the act of robbing R. I. car 51,928 while on the Pennsylvania tracks between Thirty-fourth and Thirty-fifth streets.

As has been heretofore said here, the line between a purely punitive and a correctional sentence is a delicate one, when youths of such tender ages are concerned; but surely a justice of ordinary common sense ought to see that the course of the justice in this last case can result in nothing but the manufacture of criminals. A Fagin could not do the work more effectually or quickly.

THE ERIE CANAL.

The people of the state of New York, on November 3, by a large majority, approved the proposition to expend \$101,000,000 to enlarge the Erie canal and its branches to admit the passage of 1,000-ton (33,000 bu.) barges. The work, if undertaken at once, will require five years for its completion; but in spite of the approval of the bond issue by the people, it seems that the proposition will have to run the gauntlet of the legislature during the winter before either the bonds may be issued or any work ordered begun.

It is assumed that the enlarged canal would reduce the rate on Western export grain by at least 2c per bushel; but even this reduction, the friends of the railways claim, would not be sufficient to divert grain from the railways. Granted; but, at least, the rate would be reduced that much.

However, the canal is not yet under construction; and it is possible that if its enemies and visionary engineers and enthusiasts, who have begun already to cry out that even the big canal would be too small—"we must have a ship canal to save the cost of transfer" at Buffalo or at New York—shall be allowed to befog the issue, the canal may never be constructed. At any rate, it is still far from a *fait accompli*, even on paper.

A central Illinois grain buyer recently bought an automobile. He is now traveling for "the other fellow" and glad to get home on a Saturday night.

EDITORIAL MENTION

Have you started up your feed plant yet?

Secretary Spoerri of the Wisconsin Association is pushing his work of enlarging the membership and is getting new men on daily.

C. A. King & Co., Toledo, put the pertinent question, "Cent profit—does it mean net or gross?" Better name "net profit" or "net loss" and then your commission man won't have to be a mind reader at long range.

The Illinois & Michigan Canal has had an exceptionally active season, all the boats having been busy. These are sadly few, however, owners here, as on the Erie, having stopped building new craft as long as the fate of the canal itself is not assured.

The annual grain blockade at Buffalo is on again, in spite of no unusual receipts at that port this season. But the railroads eastward have failed to meet the situation, or are manipulating the tonnage for longer hauls after the close of navigation.

The collapse of the Morganizing system has been rather disastrous to the New York Stock Exchange, the price of whose seats, which it was once predicted would cost over \$100,000, having declined within a year from \$82,000 to as low as \$50,000.

Senator McCumber is reported as "not dismayed" at the attitude of the grain trade toward his national inspection bill. Of course, he isn't. In this matter the honorable senator stands in the class of those who rush in where angels fear to tread, and almost anything freaky may be expected.

The fall meeting of the Ohio Grain Dealers' Association is usually the last general meeting for the year. Annual state meetings will be resumed early in 1904; and in the meantime, remember the good points and advice heard at your last meeting and have in lively anticipation the success of your next state annual if you, and all the rest of the boys, "are good."

Secretary George A. Stibbens has moved from his former location, 77½ Traders Building, to 98 Board of Trade Building. The new office is on the ninth floor of the building, is larger, has more light and is airy; and visiting grain men will find it a convenient place to reach from 'Change, while it is just as handy from the business districts as the old place.

The trade will watch with interest the movement in Ohio to establish a bureau for the inspection of country scales. While it is true that a great many country elevator men have their own system of scale inspection and do, at intervals, inspect their own scales, still it is often done in a perfunctory manner compared with the complete work which would be done by an expert. A bureau of scale inspection would

lessen shortages considerably by giving shippers the truth to start with.

Secretary Wells's last bulletin announces thirty-three new members of the Iowa Association. And what is nearly as good, he had only four names to post as refusing to arbitrate. These prefer to pay lawyers to defend them before petit juries. There's no accounting for tastes or dispositions.

Secretary F. D. Coburn of the Kansas State Board of Agriculture has brought out another of his model monographs, this time on "Modern Dairying." It is sufficient to say that it is an exhaustive compend of the best theoretical and empirical knowledge of the subject applied to Kansas conditions, and is an appropriate supplement to his former monograph on "Cow Culture."

Another—yes, another—convention of farmers of Illinois is to assemble at the Grand Pacific Hotel, Chicago, December 1, to formulate "equitable plans for marketing farm products and to guarantee to consumers of products a fair price not loaded down by trust profits." We had thought these plans had been formulated hitherto; but that seems to have been a blunder on our part.

Elevators crowded with grain the railroads cannot, or will not, move occasionally collapse and spill good grain on the ground. As railroad inertia is getting to be chronic in the shipping season, new elevator builders will find it good economy to employ experienced engineers to make plans and specifications for their new houses and see they are strong enough to hold their capacity and a little more.

The agricultural department has begun the annual misery of the seed distribution. There will be 45 million parcels, of which every congressman is entitled to dispose of 12,500 packages of garden seeds "in five varieties." This dole of seeds is not called a charity donation; and is all the meaner because it is not; for in that case, the recipients of the doubtful trash might summon pride enough to refuse the largess.

The foreteller of the crop has been busy on his lofty throne this month, and all sorts of estimates, from the rabid to the conservative, have been eagerly read by those who would know the future. In the meantime, as, unfortunately for the bulls and bears, there is no one who has been able to penetrate the veil which hangs between the "now" and the "to come," it will no doubt be just as well for the country dealer to continue his business "in the same old way."

Elevator fires are alarmingly numerous, both to insurance men and to owners who dread such a calamity. There is only one sure preventive: carefully installed machinery, cleanliness and unceasing watchfulness. Owners must bear in mind that elevator and grain insurance is more or less limited in amount; and that it will always be easier for a good house to get protection than a poor one. A substantial reduction in the volume of losses may one day become necessary that the trade may get any protection; and it is the duty of

every elevator owner to do his part to minimize these losses by greater precautions on his own premises.

The independent (that is, "knocker") grain dealers of the Dakotas tried to hold a convention at Fargo the other day to get up an association. But even the eloquence of O. G. Major, mid-road candidate for governor of North Dakota three years ago, who had been traveling over the eastern half of the state trying to organize independent elevator companies, was unable to get a crowd together big enough to fill the offices and leave any one on the floor at the same time.

One of the legislative features in Iowa next winter will be a movement on the part of coöperative elevator agitators to place on the statute book a law requiring railways to grant elevator sites on their rights-of-way whenever and wherever demanded. These men will join with the regular dealers in discouraging the scoopers by abandoning them; but they will take as their model the Minnesota elevator law and add to it a provision for condemning sites should the railways refuse to grant them on request.

The Montreal Route to Europe has, with the advantage of free canals, had the call on the grain during the navigation season, and that port has done an exceptionally large export business. There are signs that the boom has about exhausted itself, however, now that the Atlantic liner minimum agreement has expired by limitation and been abolished. With the minimum at 3 cents, Boston was simply not in the business; but with grain at a ballast rate out of our Atlantic ports, Montreal's trade suddenly became very dull. Furthermore, insurance at Montreal has advanced so rapidly with the season that before November opened the Canadian rate was nominally only ½c. under Boston.

As early as October 31 Chicago had five cars of new shelled corn (No. 4) which had arrived from central Illinois. While this was nearly a month earlier than new shelled corn usually appears on 'Change, and some buyers figure therefrom that new corn, with the exceptionally favorable fall weather, will be ready to grade contract in December, nevertheless, good central Illinois farmers, like the managers of the Sibley estate farms, who are among the very best, said that none of their corn would be ready to husk before November 1. Indeed, we have already had reports of new corn heating in the cribs, having been husked too soon. Don't be in a rush with new corn if you want it to grade 3 or better.

It was not surprising that up in Wisconsin and Minnesota grain dealers should occasionally buy gold bricks and shove good checks at queer men who promised to "begin hauling to-morrow"; because some of the people up there haven't been on this side of the "pond" long enough to find out that all Americans are not good enough to go to Paris where they die. But no one could have convinced us the queer man could have got his work in at Amboy, Illinois, a town invented in the days when the main line of the I. C. road was the roughest riding in Christendom; but he did. He stated

he had 3,000 bushels of corn and 2,000 of oats that he wanted to haul right away. He requested a small check and got it; and then had the meanness to buy a ticket to California, which he used on the next train out of town. Well, well; and what do you think of that—in Illinois!

The authorities at Superior, Wis., who, like the people themselves, have gone daft over the Hundred Thousand Club's absurd fight for Wisconsin inspection last winter, are now trying again to drive the grain business out of the city by taxing it up to the limit. Grain in store has not before been assessed for taxation in Superior; but this year, we are told, "a precedent is bound to be established one way or another." Grain actually owned in Superior, as well as elevators, should pay their fair portion of taxes, of course; but Superior people should remember that the quickest and surest way to kill a business or an enterprise is to overload it with "smart-money" taxes or other impedimenta.

Another summer is gone, and still Montreal's public elevator is not completed. There are those who say it won't do any business when it is completed. The elevator is in truth a monument to red-tapeism of the most aggravated sort. A job that in America, if the property of a private individual or company, would have been completed in six months, has, because of various expedients and delays by a board of officials who know next to nothing of elevator construction, been dragged now over the greater part of two building seasons, and is not yet completed—not all of its interior details, indeed, as yet settled upon satisfactorily to the body of officials in charge. They are still guessing at its elevating capacity! This is what might have been expected of the Circumlocution Office wherever it is in charge. A still more interesting spectacle will be to watch its operation as a real public elevator, should red-tapeism finally conclude to permit its completion and dedication to the public service.

The "gaily gaily" career of which the interesting Chimmie Fadden is so enamored, hardly admits the spicy variety that pertains to the lot of the grain shipper of Kansas. What with his elevator full to bursting, his grain rotting on the ground, enormously high freight rates as compared with those in other states, getting a car only semi-occasionally, which seldom gets off the side track after being loaded until the shipper has begun to lose all interest in its fate or his own, with embargoes at Kansas City, and so on, he can appreciate Hamlet's despairing exclamation—

How weary, stale, flat, and unprofitable
Seem to me all the uses of this world.

And now comes the railways' refusal to obey the Warehouse Commission's order to place grain cars on hold-tracks or allow more than 48 hours' free time. Instead, the cars are scattered "over all creation" so that the inspectors have to hunt for them over some twelve miles of yards in order to get at them; and if they are not found within forty-eight hours, demurrage begins at a dollar a day. As receipts decline at Kansas City, the receivers are next to the problem of playing even on what does man-

age to get in, and it's a game that keeps the talent guessing. No wonder the Christie outfit does all the business (?) of the town.

"The Miller" of London has a ready-made solution for the problem of foreign export grain inspection. This solution would answer, of course, for all exporters; but "The Miller," being a good Chamberlainite, is at this moment concerned only with the dear Canadians, whose wheat, as Mr. Humphries told them at Montreal, is scandalously bad when it reaches the other side, and whom "The Miller" is sincerely desirous of doing good. The Canadians resent the allegation that there is anything wrong with their out-inspection but are kindly yet firmly advised by "The Miller," notwithstanding, that they don't know how to inspect wheat anyway; that is, not as the English miller wants to have it; and proposes that if the Canadian authorities will only appoint "a competent, practical English miller as superintendent of their inspectors for a period of, say, five years," he could teach the Canadians something in that time about wheat, as it were. Canadians at Winnipeg seem inclined to take this as a huge joke; but "The Miller" is too serious-minded to joke about anything—couldn't even see one under a searchlight.

Judge Meek of the U. S. Circuit Court at Fort Worth, Texas, on November 2 made perpetual an injunction recently obtained by the J. Rosenbaum Grain Company against the Texas Railroad Commission. The Commission had, among other things, directed the Rock Island road to cancel a certain contract it had with the Rosenbaum Company under threat of cancellation of its charter in Texas. The road being estopped by its charter from resisting any order of the Commission, the Rosenbaum Company obtained an injunction restraining action by the Commission, alleging the business to be interstate commerce. Meantime the Interstate Commerce Commission is making an examination of the Rosenbaum Company's books to ascertain if the contract in question is or is not in effect a violation of the interstate commerce law by giving, as the contract is alleged to give, discriminating favors to the Rosenbaum Company. This case, like the Peavey case at Council Bluffs, involves the question of the legality of payments to terminal elevator companies for services rendered to themselves, which in the opinion of railroad men amount, in fact, to rebates of the rate, and is a most important one.

The corn Breeders' Association of Illinois "points with pride" to the late corn carnival at Peoria, where there were over 750 individual exhibitors and about 4,200 exhibits of high grade corn; and this, too, after an unfavorable season. Apparently the corn breeders have solved the problem of producing good corn, yellow varieties especially, which predominated and scored highest; but as apparently they have not solved the problem how to get it to "grade contract"—probably not over 10 per cent of the corn now marketed going better than No. 3. The inspectors tell us that one, perhaps the chief, reason for that condition is that it does not pay now to make No. 2 corn; that the price of No. 3 being practically as good as that of

No. 2, it doesn't pay to clean it, and as a result both growers and country shippers are responsible for the prevailing tendency in corn to grade below No. 2. It might be asked what influence created this apparently general agreement to stop making No. 2 corn pretty much everywhere in the country and to transfer that art and science to the city elevator; and is that agreement a cause or an effect? At any rate, it may be admitted that growers and shippers of corn are not as careful to cure their corn as they used to be. They rush it to market dirtier and sooner than they used to do, and whatever loss there is, and at times, it must be confessed, there can't be much, they have to stand. Perhaps if the corn growers would pay as much attention to the care of their corn as they do to the siren songs of queer coöperative elevator promoters, they might make more money and be better tempered even without the aid of the corn breeders' prolific seed.

The Interstate Commerce Commission returned to Chicago on November 9 to continue the investigation of the effects of the Union Pacific payments to the Peavey elevator at Council Bluffs for transferring grain; but having become interested in the curiosities of fruit transportation, as it is in Michigan, the Commission exhausted its time and for the moment dropped the Union Pacific case, which was postponed until December 15, when arguments will be made at Washington. It is curious, by the way, to note that so able a railroad authority as the "Engineering and Railway Review" in a recent issue advised the Union Pacific Company to abandon further defense of its position in this case, presenting also a further reason not suggested by the hearings at Chicago last summer. The "Review" said: "It is difficult to believe that the railroad will allow the case to come to a hearing; but will, in order to prevent it, abandon the practice and notify the Commission accordingly. The only plea that can be made in justification of the practice is an acknowledgment that the supplying of elevator facilities is a prerogative of the railways and that because of their absence they were obliged to hire them from outside parties. It is scarcely possible that the railroads will admit the first of these propositions at the present time, and no more probable that the Interstate Commerce Commission, or any other tribunal, would concede that the amount paid by the railroad for the service was only reasonable. While there is little doubt that railroads, having decided that bulk grain is a transportable commodity and furnishing cars for same, would be legally required to also furnish the necessary handling facilities in the shape of elevators, no railroad has as yet been found that is willing to concede the proposition. So also would be the case with the sum agreed upon by the road in question as compensation for supplying elevator service. The amount is so much in excess of the actual cost that it practically constitutes a rebate, particularly as the parties operating the elevator are owners of the grain. To justify such a payment would be tantamount to authorizing the roads to pay rebates at their pleasure. For these reasons it would appear that the part of wisdom on behalf of the road in interest would be to have the case dismissed."

TRADE NOTES

E. Bauder of Sterling, Ill., is said to have purchased the patent of E. H. Reynolds on a grain car loader.

J. Engel of Washington, Ill., will remove to Peoria, Ill., and commence the manufacture of feed grinders.

The Barnett & Record Co. of Minneapolis has 400 men employed on the new Canadian Northern Elevators at Port Arthur.

The Hart Grain Weigher Co. of Peoria, Ill., has filed an amendment to its charter, increasing the capital stock from \$150,000 to \$250,000.

A successful operation for appendicitis was recently performed on J. C. Bowsher, vice-president of the N. P. Bowsher Co., South Bend, Ind.

John B. Daish, claim agent of the National Hay Association, has moved his law offices to Fendall building, D street and John Marshall Place, Washington, D. C.

Beeman & Co. of Winnipeg, Man., who make the Beeman Grain Cleaner, have admitted F. W. Algner to partnership and the firm name has been changed to the Beeman-Algner Co.

P. H. Pelkey, contractor and builder of elevators, now at Winfield, Kans., will remove to Wichita, Kans., on Jan. 1, 1904. He will carry a stock of elevator machinery and gasoline engines at his new location.

The November issue of "Graphite," the house organ of the Joseph Dixon Crucible Co., completes the fifth year of the paper's life. Each issue shows an improvement over the preceding one and any one interested in the subject of graphite will do well to have his name placed on the Dixon company's mailing list.

F. M. Smith, general western representative with offices in the Traders' Building, Chicago, of the Huntley Mfg. Co. of Silver Creek, N. Y., returned to Chicago on November 16 after a two-months' business trip through the South. He reports southern trade good and a good outlook for business enterprises in southern territory.

Brown Bros. of Colfax, Wash., have received the first chop mill built under the patent of Eugene Brown. The mill was placed on exhibition October 14 and turned out a ton of nicely mashed chop each hour when operated with a three-horsepower gasoline engine. Eugene Brown is the inventor of a number of machines, including a portable sacked grain elevator, which are being manufactured in Brown Bros.' factory at Colfax.

The Stephens-Adamson Manufacturing Company of Aurora, Ill., recently made some important changes in its plant. In order to give more room in the main plant the stock room, which was formerly located there, has been transferred to a specially built structure for this purpose, and new machinery now takes the place which it occupied. An additional motor has been added to furnish power, and the shops in all departments are busy on large contracts.

The Invincible Grain Cleaner Co. of Silver Creek, N. Y., are kept very busy these days. They have had a splendid trade in all lines and especially in the elevator grain cleaning machinery line. Their shops are now so equipped that there is no trouble in filling any sort of a rush order quickly, and it is an ordinary event for a machine to be shipped in from 48 to 60 hours after receipt of the order, regardless of its character, size, or other orders. Every facility that will assist in the quick execution of an order has been placed and the result speaks for itself to the "Invincible" customers. Their new double scouter shown in their present advertisement, is meeting with great success and a large number is being sold. A large number of the needle screens is also being placed and quite a few of these have been sent forward by express lately, showing that handlers of barley and oats are find-

ing that this machine is essential to them. The company also feel gratified over the splendid showing of complete lines that they have in the large mills recently built all over the country.

This office is indebted to The Wolf Co. of Chambersburg, Pa., for the first of the 1904 calendars to be received. All the printed matter that emanates from the office of The Wolf Co. is, as the trade knows, of decidedly a high class. The calendars are in keeping with this standard and are works of art in every sense of the word. They are in the form of panels, 8½x14 inches, typifying the four seasons—Spring, Summer, Autumn and Winter. "Spring" is represented by a youthful female figure draped in green and crowned with a wreath of wild flowers. The prevailing tones are purple and green, the entire panel breathing a spirit of the freshness and beauty of the season from which it takes its name. "Summer" is gorgeous in deep, rich reds and vivid greens, depicting Nature in her most voluptuous mood. In this panel the figure is gowned in a brilliant red, the background being a harmonious blending of darker reds, golden yellows and rich greens. "Autumn," following tradition, depicts the wane of the year. A splendid background of autumn leaves throws into strong relief the figure representing this season. This queen of nature is befittingly draped in royal purple and her lap holds the tributes of other seasons in the form of fruits her predecessors have helped produce. "Winter," crowned with holly and draped in blue and gold, is not the cold, repellant goddess that usually poses for this season, but rather represents the joys and delights of holiday time of year. While the prevailing tones are somber, the general effect is one of subdued beauty. The artist has succeeded in putting life into his figures and making them truly typical of the different seasons. The Wolf Co. informs us that the supply is limited and that only one panel can be sent to each applicant. Each panel bears a calendar pad for the full year, and in making requests for copies it will be necessary to specify if any particular season is desired.

RECIPROCAL DEMURRAGE.

The state of Virginia has enacted a reciprocal demurrage law, the rules governing the operation of which have been formulated by the Corporation Commission of the state. In promulgating these rules, the Commission, by Judge Crump, chairman, in a lengthy consideration of the legal aspect of the rules, announced the following principles, in substance: That the rules relate to the duties to be performed by common carriers, and not to their rates or charges for transportation; that it is within the jurisdiction of the commission, acting under state authority, to regulate the public duties of common carriers, although the rules made may incidentally affect interstate commerce; that such matters are within the police power of the state, which may be exercised in the regulation of the business of transportation companies, provided the regulations do not obstruct, but are in aid of interstate commerce, and do not conflict with any act of congress.

The rules (XX in number), stated in the very briefest possible manner, provide (I) that when application is made for cars (stating kind, quantity and destination of freight), the railroad shall furnish the same within four days from 7 o'clock a. m. of the day following such application, or within four days of a specified future date, with penalty for failure of \$1 per day, coal and coke from mines and ovens being exempt. (II) When freight in car lots or less is tendered and correct shipping directions are given, it must be immediately accepted and B-L's issued and the freight forwarded to destination at the rate of not less than 50 miles daily, beginning at 7 o'clock a. m. of day following receipt of shipments, with same penalty per car lot for failure, barring unavoidable accident. (III) Railroads must post immediate notice of arrivals with statement of charges due, number and initials of car, etc., with same penalty for failure. (IV) They shall place cars in acces-

sible places for unloading at freight houses, etc., or for track unloading, with same penalty for failure. (V) Carload freight or parts at carload rates subject to these rules. (VI) Shipper allowed forty-eight hours for loading, time to begin at 7 o'clock a. m. of day following the placing of car subject to his order; if the full number of cars is not tendered, the shipper is entitled to \$1 per day demurrage, whereas should he fail to load within the said twenty-four hours of free time the railroad may declare the car released and assess and collect \$2 per car to cover demurrage then due; railroads are not required to furnish cars for future shipments of parties in default as to demurrage charges, until such charges shall have been paid; railroads must not interfere with the loading and must follow the directions of the shipper as to placing or furnishing his cars. (VII) Cars held for shipping instructions or because of imperfect or overloading are subject to the demurrage charge. Rule VIII refers to legal notice of arrivals, the free time beginning next morning at 7 o'clock except in the case of constructive notice (by mail), when an additional twenty-four hours of free time must be given. (IX) Freight not removed from warehouse, etc., within twenty-four hours subject to storage charges. (X) Grain, hay and other commodities in bulk taking track delivery, not unloaded by consignee within twenty-two hours, subject to demurrage at \$1 per day; but cars must be so placed as to facilitate unloading. (XI) When the weather is such that unloading cannot proceed without injury to the freight, the time of such delay is added to the free time allowed. (XII) Provides for extra time for notice to reach parties at five or more miles from a railway depot. (XIII) On carload freight originating in Virginia to be shipped to a terminal within Virginia, ten days' free time is allowed, provided the consignee within forty-eight hours after arrival gives notice that it is intended for further movement. (XIV) Provides for the storage by the railroad of freight affected by rules XI and XII at a cost not to exceed the amount of the demurrage charges. (XV) In case of the refusal of the consignee to receive the freight, the consignor shall be notified, who shall within three days give directions for shipment or become liable to the railroad for all charges against the freight. A consignee after refusal to accept freight cannot subsequently do so except on payment of all charges, including the lawful demurrage under these rules. (XVI) In case of shipments to shipper's order, and the consignor names party in B-L to whom notice of arrival shall be sent, the railroad will notify such party, otherwise it shall notify the shipper only; except that on shipments of grain or hay notice shall also be given to the local exchange; provided that at the expiration of free time the carrier shall give notice thereof to the consignor. Rule XVII forbids rebates or discriminations of any kind whatsoever. (XVIII) No demurrage is chargeable when both the cars and the tracks on which they stand are private property of the same person, but the railroads must in turn be protected against demurrage. Rule XIX permits private contracts between the roads and shippers and consignees in the matter of furnishing and discharging cars. Rule XX provides for changes in these rules by the Commission, and gives notice that the Commission further reserves all of its powers under the constitution and laws of the state to impose fines and penalties upon transportation companies persistently disregarding these rules, or failing to furnish reasonable transportation facilities.

[The editor is indebted to Geo. T. King, grain and hay broker, Richmond, Va., for a copy of these rules.]

EXPORTS FROM ATLANTIC PORTS.

The export of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending Nov. 7, 1903, as compared with same weeks last year, have been as follows:

Articles.	For week ending Nov. 7. Nov. 8.		For week ending Oct. 31. Nov. 1.	
	1903.	1902.	1903.	1902.
Wheat, bushels	1,780,000	2,138,000	2,699,000	3,018,000
Corn, bushels	1,807,000	179,000	1,280,000	173,000
Oats, bushels	91,000	127,000	72,000	236,000
Rye, bushels	9,000	17,000	65,000	266,000
Barley, bushels	41,000	48,000	8,000	40,000
Flour, bbls.	310,900	401,000	364,100	331,000

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, Nov. 7, 1903, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore	716,000	411,000	187,000	101,000	1,000
Boston	91,000	181,000	81,000		
Buffalo	1,756,000	1,247,000	1,533,000	497,000	730,000
do. afloat					
Chicago	1,586,000	1,390,000	1,076,000	126,000	12,000
do. afloat					
Detroit	181,000	80,000	210,000	30,000	17,000
do. afloat					
Duluth	2,227,000	1,000	666,000	74,000	1,561,000
do. afloat					
Ft. William	1,857,000				
do. afloat					
Galveston	1,402,000	185,000			
do. afloat					
Indianapolis	344,000	43,000	38,000		
Kansas City	339,000	83,000	116,000		
Milwaukee	447,000	15,000	398,000	8,000	421,000
do. afloat					
Minneapolis	4,564,000	1,000	1,365,000	72,000	1,134,000
Montreal	165,000	59,000	157,000	1,000	25,000
New Orleans	928,000	38,000			
do. afloat					
New York	461,000	406,000	513,000	3,000	91,000
do. afloat					
Peoria	1,000	13,000	652,000	24,000	
Philadelphia	309,000	470,000	97,000	1,000	
Port Arthur	210,000				
do. afloat					
St. Louis	3,916,000	350,000	93,000	24,000	10,000
do. afloat					
Tol do.	359,000	441,000	1,234,000	21,000	6,000
do. afloat					
Toronto	2,000		2,000		
On Canal	192,000	507,000	140,000		202,000
On Lakes	1,599,000	2,067,000	679,000	95,000	724,000
On Miss. River					
Grand Total	25,155,000	7,776,000	9,245,000	1,077,000	4,939,000
Corresponding date 1902	36,098,000	2,790,000	7,632,000	1,272,000	3,520,000
Weekly Inc.	2,939,000	444,000	266,000	51,000	1,000
Weekly Dec.					

FLAX SEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 15 months ending with Oct. as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1903-04.	1902-03.	1903-04.	1902-03.
August	345,226	411,198	97,809	250,496
September	102,620	545,886	162,900	273,292
October	530,960	783,075	166,049	145,112
November		755,833		140,400
December		408,271		40,559
January		254,875		29,473
February		454,610		39,473
March		282,200		46,323
April		206,918		39,367
May		91,800		46,375
June		106,250		14,362
July		234,981		23,491
Total bushels	978,106	4,539,917	426,758	1,088,023

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending Nov. 11, has been as follows:

Oct.	NO. 2* R.W.H.T.		NO. 1* S.P.H.T.		CORN. NO. 2		NO. 2 OATS.		NO. 2 R.YE.		NO. N.W. FLAXSEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	80	81	84	85	44	45	37	37	58	59	1.02	1.02
13	80	81	84	85	44	45	37	37	58	59	1.02	1.02
14	79	80	81	82	44	45	37	37	58	59	1.02	1.02
15	80	81	84	85	44	45	37	37	58	59	1.02	1.02
16	80	81	84	85	44	45	37	37	58	59	1.02	1.02
17	81	82	85	86	44	45	37	37	58	59	1.02	1.02
18	81	82	85	86	44	45	37	37	58	59	1.02	1.02
19	81	82	85	86	44	45	37	37	58	59	1.02	1.02
20	81	82	85	86	44	45	37	37	58	59	1.02	1.02
21	81	82	85	86	44	45	37	37	58	59	1.02	1.02
22	81	82	85	86	44	45	37	37	58	59	1.02	1.02
23	81	82	85	86	44	45	37	37	58	59	1.02	1.02
24	81	82	85	86	44	45	37	37	58	59	1.02	1.02
25	81	82	85	86	44	45	37	37	58	59	1.02	1.02
26	81	82	85	86	44	45	37	37	58	59	1.02	1.02
27	81	82	85	86	44	45	37	37	58	59	1.02	1.02
28	81	82	85	86	44	45	37	37	58	59	1.02	1.02
29	81	82	85	86	44	45	37	37	58	59	1.02	1.02
30	81	82	85	86	44	45	37	37	58	59	1.02	1.02
Nov.	81	82	85	86	44	45	37	37	58	59	1.02	1.02
1	81	82	85	86	44	45	37	37	58	59	1.02	1.02
2	81	82	85	86	44	45	37	37	58	59	1.02	1.02
3	81	82	85	86	44	45	37	37	58	59	1.02	1.02
4	81	82	85	86	44	45	37	37	58	59	1.02	1.02
5	81	82	85	86	44	45	37	37	58	59	1.02	1.02
6	81	82	85	86	44	45	37	37	58	59	1.02	1.02
7	81	82	85	86	44	45	37	37	58	59	1.02	1.02
8	81	82	85	86	44	45	37	37	58	59	1.02	1.02
9	81	82	85	86	44	45	37	37	58	59	1.02	1.02
10	81	82	85	86	44	45	37	37	58	59	1.02	1.02
11	81	82	85	86	44	45	37	37	58	59	1.02	1.02

During the week ending October 16, prime contract timothy seed sold at \$2.97½ to \$3.02½ per cental; price contract clover seed at \$1.85 to \$1.125; Hungarian at 70c to 90c; German millet at 75c to \$1.05; buckwheat at \$1.30 to \$1.35 per 100 pounds.

During the week ending October 24, prime contract timothy seed at \$2.95 to \$3.07½ per cental; prime contract clover seed at \$1.50 to \$1.075; Hungarian at 70c to 90c; German millet at 75c to \$1.05; buckwheat at \$1.30 to \$1.40 per 100 pounds.

During the week ending October 30, prime contract timothy seed sold at \$2.85 to \$2.90 per cental; prime contract clover seed at \$1.40 to \$1.60; Hungarian at 70c to 90c; German millet at 75c to \$1.00; buckwheat at \$1.30 to \$1.40 per 100 pounds.

During the week ending November 6, prime contract timothy seed sold at \$2.90 to \$3.00 per cental; price contract clover seed at \$1.40 to \$1.60; Hungarian at 75c to \$1.00; German millet at 75c to \$1.00; buckwheat at \$1.30 to \$1.40 per 100 pounds.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain etc., at leading receiving and shipping points in the United States for the month of Aug., 1903.

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, b. shels.	307,344	651,179	204,750	660,000
Corn, bush s.	1,683,654	167,158	1,208,595	3,200
Oats, bush ls	396,302	252,080		50,720
Barley, bushels.	3,000	27,773		
Rye, bushels	143,676	442,685	33,693	364,282
Timothy Seed, lbs.	4,451	19,290	1,380	62
Clover Seed, lbs.	2,962	3,293	2,857	
Hay, tons	3,613	5,081	1,299	1,544
Flour, bbls.	532,154	453,692	382,969	424,959

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	567,625	1,920,639	503,632	1,935,852
Corn, bushels	1,152,097	108,774	174,156	6,962
Oats, bushels	521,111	525,808	35,812	130,682
Barley, bushels	45,400	13,915	25,612	
Rye, bushels	7,034	2,392		
Flax Seed, bushels		121,530		112,700
Milled, tons	1,279	1,597	201	851
Corn Meal, bbls.	2,062	3,760	3,170	1,200
Oat Meal, bbls.	12,741	9,537	2,320	2,919
Oat Meal, sacks.	11,054	3,209	9,594	1,060
Hay, tons	14,800	17,590	560	2,600
Flour, bbls.	185,591	229,764	82,790	109,747

BUFFALO—Reported by F. Howard Mason, secretary of the Chamber of Commerce. Receipts by lake; shipment by rail.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	5,984,654	9,512,519	1,889,000	8,121,000
C. n. bushels	8,487,169	3,529,914	2,099,700	3,093,000
Oats, bushels	3,504,048	2,112,560	358,000	1,641,900
Barley, bushels	2,944,811	2,745,318	1,000,000	418,500
Rye, bushels	473,905	587,699	107,000	166,999
Timothy Seed, lbs.	70,100	62,476		
Other Gra. s. Seed, lbs.	1,950,000	3,300,000		
Flax Seed, bushels.				
" " lbs				
Hay, tons	1,660,803	1,958,744		
Flour, bbls.				

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	3,294,445	4,873,609	4,212,402	1,463,406
Corn, bushels	10,227,550	5,634,418	13,662,448	5,741,185
Oats, bushels	8,803,775	8,179,290	5,927,110	4,463,342
Barley, bushels	3,581,004	2,676,923	368,915	413,359
Rye, bushels	238,035	368,575	352,707	190,763
Timothy Seed, lbs.	9,368,555	8,809,603	3,248,203	4,119,587
Clover Seed, lbs.	978,201	896,442	846,310	323,700
Other Grass Seed, lbs.	2,828,245	827,700	2,735,545	1,043,628
Flax Seed, bushels	761,066	494,262	69,933	280,705
Broom Corn, lbs.	2,921,000	3,325,500	1,645,385	2,073,800
Hay, tons	20,114	16,905	1,466	759
Flour, bbls.	747,990	677,587	513,178	443,275

CINCINNATI—Reported by C. B. Murray, Superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1903.	1902.	1903.	1902.
Wheat, bushels	229,895	237,314	195,970	92,125
Corn, bushels	434,130	366,567	164,806	103,136
Oats, bushels	523,804	642,646	212,279	347,532
Barley, bushels	148,925	230,543		
Rye, bushels	48,186	30,758	7,983	8,041
Timothy Seed, bags	17,275	16,945	7,876	9,738
Clover Seed, bags.	4,106	3,793	645	2,024
Other Grass Seed, bags.	34,979	10,767	6,476	8,630
Malt, bushels	74,479	62,857	69,042	24,314
Hay, tons	11,757	10,397	5,284	2,610
Flour, bbls.	154,626	189,217	107,251	137,285

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Wheat, bushels	278 319	249,861	32,714	126,006
Corn, bushels	210,159	227,561	60,439	115,518
Oats, bushels	477,360	317,054	145,929	121,255
Barley, bushels	436,614	353,367	.....	9,865
Rye, bushels	46,375	60,591	68,639	108,123
Flour, bbls	33,000	39,800	19,200	24,700

ELEVATOR AND GRAIN NEWS

ILLINOIS.

J. H. Hawes is building an elevator at Atlanta, Ill.

The new elevator at Hallville, Ill., is about completed.

J. M. Ennes has purchased the elevator at Zearing, Ill.

The new Warner Elevator at Fisher, Ill., is about completed.

John M. Ernst has started up his new elevator at Humbolt, Ill.

E. R. Ulrich & Sons are rebuilding their elevator at Illiopolis, Ill.

Walter Stickney's new elevator at Warren, Ill., has been completed.

T. J. Lester has installed a new engine in his elevator at Pana, Ill.

John Wiemer has sold his elevator at Harness, Ill., to Brauer & Lee.

Derrough & Son's new elevator at Champaign, Ill., is nearly completed.

A. B. Kipp has sold his elevator at Spires, Ill., to the Spires Elevator Co.

J. N. Black's elevator at Mahomet, Ill., has been purchased by Iowa parties.

An addition is being built to Albert A. Armitage's elevator at Buckingham, Ill.

Roberts, Moschel & Mosiman's elevator at Crandall, Ill., has been completed.

The Farmers' Elevator Co. has purchased a site for an elevator at Sidney, Ill.

J. E. Hawthorne is putting a new foundation under his elevator at Parnell, Ill.

W. O. Brown has about completed the addition to his elevator at Chebanse, Ill.

The Shearer Grain Co. has installed new scales at its grain office at Weston, Ill.

V. C. Swigart's new 30,000-bushel elevator at Weldon, Ill., is nearly completed.

It is reported that the flour mill at Oakland, Ill., may be converted into an elevator.

The machinery has been installed in E. Eversole & Co.'s new elevator at Hindsboro, Ill.

Emery Jauvrin of Decatur, Ill., has bought W. T. Bullard's elevator at Warrensburg, Ill.

The Farmers' Elevator at Broadlands, Ill., will be ready for business about November 15.

The Horner Mill and Elevator Co. succeeds to the grain business of Horner & Co. at Lawrenceville, Ill.

The Richland Farmers' Elevator Co. of Richland, Ill., has increased its capital stock from \$5,000 to \$6,000.

N. H. Ayres has taken charge of the Santa Fe Elevator at Princeville, Ill., and will do a general grain business.

Root & Westervelt, grain dealers of Shelbyville, Ill., are putting up an elevator at the new town of Westervelt, Ill.

Nicholas Bentz has made several improvements to his elevator at Nokomis, Ill., including new car-loading machinery.

An 8½-horsepower engine has been installed in the elevator on the Illinois, Indiana & Iowa Railway at Reddick, Ill.

It is reported that Bert Porterfield will dispose of his grain business at Sidney, Ill., and establish a bank in that town.

C. J. Meyers is said to contemplate closing his elevator at Peotone, Ill., on account of the scarcity of grain in that section.

The United Elevator and Grain Co. has sold its elevator property at East St. Louis, Ill., to the Wiggins Ferry Co. for \$50,000.

The Smith-Hippen Co.'s 20,000-bushel river house at Naples, Ill., has been completed. It was built by the Younglove & Boggess Co.

C. H. Comstock is tearing down his old elevator at Ashkum, Ill., and will remove the material to his farm near Storm Lake, Iowa.

The Younglove & Boggess Co. of Mason City, Iowa, has completed a 12,000-bushel elevator at Wady Petra, Ill., for V. H. Cnase.

H. & C. Oakes are building a 25,000-bushel elevator at Bluffs, Ill. The Younglove & Boggess Co. of Mason City, Iowa, has the contract.

The Lexington Elevator Co. composed of farmers of Lexington, Ill., and vicinity, has purchased J. J. Kemp's elevator at that place. Possession was

given November 2. O. W. Jones of Chenoa, Ill., will have charge as manager.

A. H. Edwards, formerly of the grain firm of Parsons & Edwards at Philo, Ill., has purchased E. B. Armstrong's elevator at Tolon, Ill.

Work is progressing favorably on R. F. Cumming's new elevator at Chebanse, Ill. It will be 75x30 feet in dimensions and 70 feet in height.

Bartlett, Kuhn & Co. of Terre Haute, Ind., will build an elevator at Walnut Prairie, Ill. The new house will be of 30,000 to 40,000 bushels' capacity.

The Atlas Elevator Co. has installed a new gasoline engine in its elevator at Harmon, Ill. The engine formerly used was too small for the work.

The work on the Farmers' Elevator Co.'s elevator at Morton, Ill., has been stopped on account of the refusal of the Vandalia Railway to put in a side track.

The Farmers' Grain Co. of Tabor, Ill., has increased its capital stock from \$5,000 to \$7,500. The company will put in an ear corn dump at its elevator.

M. R. Allsup has sold his elevator at Maroa, Ill., to the Farmers' Grain Co. The house has a capacity of 60,000 bushels. The consideration was \$11,000.

Bartlett, Frazier & Carrington have taken over the elevator at Dixon, Ill., recently purchased from George W. Swartz. W. R. Winders has charge as manager.

The material for the Strawn Elevator Co.'s (co-operative) elevator at Strawn, Ill., is on the ground and work on the building is being rushed as rapidly as possible.

The Neola Elevator Co. of Chicago has placed an order for an improved Hall Distributor and Hall Unchokable Boot to be placed in its elevator at Shabbona, Ill.

The Penrose Elevator Co. has been incorporated at Penrose, Ill., with a capital of \$5,000. The incorporators are: George Schlesinger, George Blass and Conrad Kromm.

Skillin' & Richards of Chicago have placed an order with the Hall Distributor Co. of Omaha, Nebr., for an improved Hall Distributor with an ear corn attachment.

The Atlanta Grain, Lumber and Coal Co. is building an elevator at Atlanta, Ill. The new house will be 24x40 feet in dimensions and have a capacity of 20,000 bushels.

Work on Sherman Bocock's new elevator at Camp Grove, Ill., is being pushed forward as rapidly as possible. The foundation is in and the work on the building begun.

The P. P. Williams Grain Co. has taken out a building permit for the erection of a boiler room 18x36 feet at its elevator at East St. Louis. The new building will cost \$1,800.

The new elevator of the Richland Farmers' Elevator Co. has been completed and accepted by the building committee. A Mr. McClintock of Easton, Ill., has taken charge as manager.

William Murray's new 50,000-bushel elevator at White Heath, Ill., is rapidly nearing completion. It is 40x40 feet in dimensions, 70 feet in height and is equipped with two grain dumps.

The Schneider Grain Co. has been chartered to do business at Assumption, Ill. The capital stock is \$10,000 and the incorporators are: Charles E. Schneider, George H. Hawes and M. C. Schneider.

Henry Truby of Joliet, Ill., has purchased the sheds and other buildings of the Minooka Grain Co. at Minooka, Ill., and will build a new elevator on the site of the one destroyed by fire some time ago.

The Sidel Grain and Elevator Co. of Sidel, Ill., has sold its properties at Shelbyville and Middletown, Ill., to a company of which Percy Cooper, formerly manager for the Sidel Grain and Elevator Co., is the head.

The Lacharite-Jacobs Grain and Lumber Co. has been chartered at Assumption, Ill., with a capital stock of \$10,000 to deal in grain and lumber. Henry Lacharite, Philip E. Jacobs and Otto J. Jacobs are the incorporators.

The Farmers' Grain, Live Stock and Elevator Co. has been chartered at Dawson, Ill., with a capital of \$5,000, to deal in grain and live stock. Theodor Venneman, J. W. Berry and Henry Rentschler are the incorporators. An elevator will be built.

Shearer Bros. of Scarboro, Ill., have awarded their contract to the Burrell Engineering & Construction Co. for a 40,000-bushel grain elevator at that place. It will be equipped with two stands of elevator legs, two Burrell Safety Dumps, Patent Distributors and a 12-horsepower gasoline engine.

Andrew Drohan will rebuild his elevator at Danvers, Ill., which was recently destroyed by fire. The new elevator will be erected on the same site and will be of about the same capacity. The gasoline engine was not injured and will be used in the new house. The insurance has been adjusted and

as soon as the debris is cleared away the work on the new building will be begun.

The Easton Farmers' Grain Co. at Easton, Ill., has increased its capital stock to \$6,000. The company recently leased M. Hoff's elevator at Biggs, Ill.

The Dillon Milling Co. of Rock Falls, Ill., has sold its grain business in that city to Bernard Johnson. Mr. Johnson purchased the Dillon Milling Co.'s flour mill a short time ago. Fred Davidson will have charge of the grain business. Moses Dillon, head of the Dillon Milling Co., will retire from the grain business.

A corporation known as the Fairbanks Grain and Coal Co. has been incorporated at Fairbanks, Ill., with a capital of \$4,500 to deal in grain, coal and lumber. The incorporators are: Samuel Dick, C. F. Eberhardt and Frank Albers. The company is composed of farmers and it is the intention to put up an elevator at Fairbanks.

H. D. Ridge is building a 20,000-bushel elevator at Manlius, Ill. It will be of crib construction, 36x24 feet, and cost \$5,000; an engine house 10x12 feet is also being constructed. The equipment will include a Hall Distributor and an Otto Gasoline Engine. The Burrell Engineering & Construction Co. of Chicago has the contract.

The members of the recently incorporated Anchor Farmers' Elevator Co. held a meeting at Anchor, Ill., on October 15 and elected the following directors: Glen Pierce, Andrew Hager, T. J. Becker, Jacob Martin, W. S. Davis, J. W. Deal, John Kerber, Fred Mueller and O. H. Knight. The company has leased O. A. Means & Co.'s elevator for a period of one year.

The Decatur Elevator Co. of Decatur, Ill., in which D. S. and W. L. Shellabarger are the principal stockholders, on October 17 purchased the line of elevators owned by the Crocker Elevator Co. of Maroa, Ill., located at Maroa, Emery, Forsythe, Oreana, Argenta and Cisco, Ill., and have a combined capacity of 380,000 bushels. The consideration was \$85,000, possession being given at once.

IOWA.

J. S. Williams is building an elevator at Paton, Iowa.

A farmers' elevator is proposed at Holstein, Iowa.

Huntley & Pepin succeed the Kinsella Grain Co. at Salix, Iowa.

H. D. Everingham has completed his elevator at Ft. Madison, Iowa.

H. V. Slutz has purchased W. C. Marsh's grain elevator at Nemah, Iowa.

The Skewis-Moen Grain Co. will rebuild its elevator at Clinton, Iowa.

C. C. Rasmussen & Son have completed their new elevator at Harlan, Iowa.

H. J. Ries has purchased the Devereux Elevator Co.'s house at Gruver, Iowa.

H. C. Pierce has closed his elevator at Traer, Iowa, which will be torn down.

E. A. Crall has installed a new grain loader in his elevator at Burchard, Iowa.

George A. Tucker is reported to have sold his grain business at Geneva, Iowa.

W. R. Fitzgibbons & Bro. have purchased Michel & Co.'s elevator at Dixon, Iowa.

J. V. Melberger succeeds Whaley & Dunlap in the grain business at Luray, Iowa.

The Era Grain Co. has sold its elevator at St. Angstar, Iowa, to J. F. Koch & Co.

John F. Putzier, grain dealer at Mapleton, Iowa, is reported to have gone out of business.

Jerry Wilson has sold his elevator and grain business at Conway, Iowa, to William Allen.

Smith & Lewis will equip their new elevator at Keota, Iowa, with an improved Hall Distributor.

F. P. Hubbert of Malcom, Iowa, has sold his elevator at that point to a Mr. Cook of Ladora, Iowa.

The Uptide Grain Co. of Omaha, Nebr., is said to contemplate the erection of an elevator at Sioux City, Iowa.

T. J. McCormick & Son will build a new elevator at Stanton, Iowa. It will be operated by a gasoline engine.

The J. H. Hamilton Co. of Omaha, Nebr., has purchased the Kinsella Grain Co.'s elevator at Blencoe, Iowa.

The Younglove & Boggess Co. has completed a 15,000-bushel elevator for the Farmers' Grain & Live Stock Co. at Ridgeway, Iowa.

The Uptide Grain Co. of Omaha, Nebr., is rebuilding its elevator at Missouri Valley, Iowa, which was destroyed by fire on October 8.

The Kinsella Grain Co. of Omaha, Nebr., has traded its elevators at Hedrick, Martinsburg, Nugent, Ollie, and Richland, Iowa, to J. W. Ayres of Carthage, S. D., and S. A. Stroud of Hedrick, Iowa.

for five quarter sections of land near Carthage, S. D. The property is valued at \$110,000.

I. M. Hutches & Co., grain dealers of Marble Rock, Iowa, have leased and will operate the elevator at Cedar Falls, Iowa, known as Elevator "D."

The Federal Elevator Co. of Minneapolis has acquired the Era Grain Co.'s elevator at Buffalo Center, Iowa, and the Brooks-Griffith Co.'s elevator at Wallingford, Iowa.

L. O. Talbot & Co.'s new 100,000-bushel storage elevator at Keokuk, Iowa, has been completed. The house is equipped with all modern appliances for handling grain and is operated by a 50-horsepower engine.

Walkinshaw & Co. have sold the Cole Elevator at Blanchard, Iowa, to J. A. Funk, who will continue the business. Since selling out to Mr. Funk, Walkinshaw & Co. have purchased the Danner Elevator at Blanchard.

M. J. Beckwith has purchased the D. Rothchild Grain Co.'s elevator at Morrison, Iowa, and will continue to operate it. Mr. Beckwith had been in charge of the elevator for a number of years as agent for the company.

The farmers of Dougherty, Iowa, and vicinity have formed a co-operative association and asked for an elevator site on the C. & N.-W. Ry. After being refused by the railway company they took the matter before the state railway commissioners, but were unable to secure any satisfaction from this source.

De Wolf & Wells of Laurens, Iowa, have purchased the line of elevators on the Minneapolis & St. Louis Railway owned by P. M. Ingold of Spencer, Iowa. The firm of De Wolf & Wells will have its headquarters at Spencer and will continue to operate the seven houses acquired of Mr. Ingold as well as the four elevators on the Chicago, Milwaukee & St. Paul Road which it already owned.

WISCONSIN.

The W. W. Cargill Co. of Green Bay and La Crosse, Wis., will build a large grain elevator at Calumet Harbor, Wis.

The W. W. Cargill Elevator Co.'s elevator at Fond du Lac, Wis., is practically completed and is receiving grain. A gasoline engine has been put in to operate the machinery.

The Stephens-Adamson Manufacturing Co. of Aurora, Ill., recently sent out five carloads of new machinery for the Schiltz steel and tile elevator and malt house at Milwaukee, Wis.

MISSOURI, KANSAS AND NEBRASKA.

L. E. Eaton is building an elevator at Halford, Kans.

The new Hartzell Elevator at Peru, Kans., is nearing completion.

Wehr & Son succeed Henry Wehr in the grain trade at Emma, Mo.

An addition is being built to the Farmers' Elevator at Alden, Kans.

Corkle Bros. & Co. are building a flour mill and elevator at Tiiden, Nebr.

The new Atlas Elevator at Goodwin, Nebr., is about ready for business.

The A. J. Poor Grain Co. is putting up a new elevator at Oakley, Kans.

George Holtorf's new 85,000-bushel elevator at Malmo, Nebr., is completed.

August Wemple succeeds John Wemple in the grain trade at Seneca, Kans.

R. Bailey is reported to have sold his grain business at Raymond, Kans.

Horstmann & Frerking, grain dealers at Alma, Mo., have dissolved partnership.

B. Ably & Son, grain dealers of Dwight, Nebr., have disposed of their business.

S. H. Graham has disposed of his grain business at Geneseo, Kans., to W. E. Seaman.

J. N. Deist, a grain dealer of Crystal Springs, Kans., has removed to Harper, Kans.

The Rock Milling and Elevator Co. succeeds the Rock Grain Co. at Great Bend, Kans.

P. P. Lonsberger has sold his elevator at Willis, Kans., to a Mr. Sloan of Huron, Kans.

Gifford Bros. have purchased A. R. Montgomery's grain business at Jamestown, Kans.

J. T. Evans is increasing the capacity of his elevator at Murdoch, Nebr., to 65,000 bushels.

J. F. Van Meter has purchased the old Davidson Elevator at Parson, Kans. and is dismantling it.

George W. Potts of Dentonville, Kans., has purchased James L. Stansberger's elevator at Huron, Kans.

The Stockton Elevator and Shipping Association of Stockton, Kans., will build an elevator at that place.

The Harroun Commission Co. has purchased for \$15,000 the old Sun Elevator at Kansas City, Mo., and will remodel it. The house has a capacity of

250,000 bushels and this will be increased by the erection of a fireproof storage addition.

H. M. Lloyd will equip his elevator at Sterling, Kans., with a Hall Grain Distributor and Unchokable Boot.

The Missouri River Transportation Co.'s elevator and stock yards at St. Helena, Nebr., have been completed.

Railsback Bros. are tearing down their old elevator at Malmo, Nebr., and will erect a new one on the site.

The Nebraska Seed Co. of Omaha, Nebr., has installed two Hall Distributors in its new elevator at that place.

An improved Hall Distributor will be installed in the elevator of the Chase Grain and Supply Co. of Chase, Kans.

The Hayes-Ames Elevator Co. has completed its elevator at Dalton, Nebr. W. S. Woolsey has taken charge as agent.

The Uptide Grain Co. of Omaha, Nebr., will equip its elevator at Octavia, Nebr., with an improved Hall Distributor.

The Farmers' Elevator Co.'s 18,000-bushel elevator at Dorchester, Nebr., has been completed and turned over to the directors.

The Crowell Lumber & Grain Co. of Blair, Nebr., has equipped its elevator at Scribner, Nebr., with an improved Hall Distributor.

The new elevator of A. C. Davis & Co. at Smith Center, Kans., has been put in operation. G. M. Church has charge as manager.

The Farmers' Grain and Live Stock Co.'s elevator at Pretty Prairie, Kans., which was burned on October 11, will be rebuilt at once.

The Farmers' Elevator at Phillipsburg, Kans., is about completed. Carl La Rue, a coal dealer of that city, will have charge as manager.

The National Elevator at Kansas City, Mo., owned by the S. C. Lee Grain Co., has been equipped with Invincible Grain Cleaners and Separators.

The Farmers' Co-operative Grain Shipping Association of Kansas has been incorporated under the laws of Nebraska. It is capitalized at \$200,000.

Oscar Fagerberg has bought the mill property of the Olsburg Mill Co. at Olsburg, Kans., and expects to convert it into an elevator and feed mill.

The Gulf Elevator Co. has filed articles of incorporation at St. Joseph, Mo., with a capital of \$100,000. Elevators will be built at Kansas City and at St. Joseph.

The Hunter Milling Co. is increasing its elevator capacity at Wellington, Kans., by about 55,000 bushels. Its present elevator capacity at that point is 110,000 bushels.

A 20,000-bushel elevator has been completed at Sutton, Nebr., for the Nebraska-Iowa Grain Co. of Omaha, Nebr. The Younglove & Boggess Co. of Mason City, Iowa, had the contract.

The Farmers' Elevator Co. of Daykin, Nebr., is endeavoring to purchase an elevator at that point. In the event of being unable to purchase, the company will build a new elevator at Daykin.

The John H. Lynds Grain & Elevator Co. of White Cloud, Kans., is overhauling its elevators at Fortescue, Mo., and other points, and will build a small elevator at Troy Junction, Kans. The new elevator at White Cloud is about completed.

The Western Star Mill Co. is building a new 75,000-bushel elevator adjoining its present elevator at Salina, Kans. When the new house is completed the company will have a total storage capacity of 125,000 bushels at its Salina plant.

The Colby Milling Co. of Colby, Kans., is erecting a warehouse near its mill and is also building a scale office and installing wagon scales. The company has put in new hopper scales in the elevator and a new milling separator in the mill.

The Sharonville Grain and Live Stock Co. has been chartered at Sharonville, Nebr., with a capital of \$5,000 to buy and sell grain. Nels O. Alberts, Adolph Anderson, John Benson, Fred Griess, Henry Kitzinger and Erick Nelson are the incorporators.

The Duff Grain Co. will build an addition to its terminal elevator at Nebraska City, Nebr. Steel storage tanks will be erected, and the present capacity of the plant will be nearly doubled. The improvements and addition will cost between \$12,000 and \$14,000.

The new elevator of the Wells-Hord Elevator Co. at Boelus, Nebr., is completed. It will be managed by Mr. Thompson, who has been in charge of the company's elevator at Rockville, Nebr. The Rockville elevator will be torn down and a new house erected on the site.

The J. Rosenbaum Grain Co., of Chicago, has purchased the line of elevators along the Rock Island Railway in Kansas and southern Nebraska owned by Charles Counselman & Co. The purchase includes about 20 country houses as well as the lease of the Rock Island terminal elevator at Kan-

sas City, which has been operated by Counselman & Co.

The Sutton Farmers' Elevator Co. of Sutton, Nebr., will build a large elevator at that point as soon as it can secure trackage. The company is at present doing business in a leased elevator.

Samuelson & Nelson, grain dealers with headquarters at Hiawatha, Kans., have dissolved partnership. Nelson Bros. will assume control of the elevator at Stromsburg, Nebr., and J. W. Anderson of that place will take charge of the Samuelson Elevator at Hiawatha, Kans. The change will occur about December 1.

The Centralia Farmers' Shipping Association has been chartered at Centralia, Kans., with a capital of \$4,000 and is building a 20,000-bushel elevator. The officers of the company are: E. L. Horth, president; T. M. Durland, treasurer, and C. P. Knight, secretary. The new house will be managed by Mr. Horth, an experienced grain man.

WESTERN.

The Rivers Mill Co. has increased its elevator capacity at Reno, Nev., from 50,000 to 60,000 bushels.

Hubbell Bros. of Salt Lake City, Utah, have completed a 50,000-bushel elevator and cleaning house at Shelley, Idaho.

A company is being formed at Great Falls, Mont., for the erection of a large grain elevator in that city. The plan is to erect a warehouse similar to that at Kalispell, Mont., and to equip it with cleaning and mixing machinery. It is the intention to use electricity as the motive power.

The Farmers' Grain and Supply Co. of Spokane, Wash., with warehouses at Irby, Wilbur and Davenport, Wash., contemplates erecting a 30,000-bushel elevator at Cheney, Wash., providing the citizens of that place furnish sufficient financial encouragement.

An attempt was recently made to burn the warehouse at Thornton, Wash., owned by Balfour, Guthrie & Co. The house contained about 100,000 bushels of wheat and much of the grain was not insured. Steps were at once taken to insure the grain and watchmen were employed to guard the warehouse and prevent further attempts at incendiarism.

MINNESOTA.

The new elevator at Lake City, Minn., is nearly completed.

G. H. Shontz is building an independent elevator at Parkers Prairie, Minn.

It is reported that E. A. Brown will close his elevator at Ellsworth, Minn.

The Minnesota & Western Grain Co. has finished its coal sheds at Willmar, Minn.

The Farmers' Elevator Co.'s elevator at Four Corners, Minn., has been completed.

The Amenias Elevator Co.'s new house at Atwater, Minn., is ready for business.

The St. John Grain Co. has put in a steel grain pit in its elevator at Adrian, Minn.

The State Elevator Co. will install a feed mill in its elevator at Lester Prairie, Minn.

Joseph Gibbons & Co. succeed R. J. Morey in the grain business at Lanesboro, Minn.

The new elevator at Lanesboro, Minn., has been completed and the machinery installed.

A branch of the Minnesota Farmers' Exchange was formed at Glencoe, Minn., recently.

The Peavy Elevator Co. has built coal sheds adjoining its elevator at Warren, Minn., and will handle fuel.

A branch of the Minnesota Farmers' Co-operative Exchange Co. was organized at Little Falls, Minn., on October 22.

A new elevator has been built at Georgetown, Minn., to replace the one wrecked by a wind storm some time ago.

The Farmers' Elevator Co. at Truman, Minn., has about completed its elevator at that place. There are three line houses at Truman.

The Blankenburg Elevator at St. Charles, Minn., which was wrecked by the cyclone of October 4, is being torn down and will be rebuilt at once.

The New Richmond Roller Mills Co. of New Richmond, Wis., has opened the Farmers' Elevator at Hoffman, Minn., with a Mr. Hughes in charge as agent.

D. C. Harrington of Pipestone, Minn., who recently purchased the Ayers Elevator at Ruthton, Minn., has repaired it and made several improvements.

De Wolf & Wells have opened the elevator at Granada, Minn., recently purchased from the S. Y. Hyde Elevator Co. Thomas Miller is in charge as manager.

The Pride Elevator Co. has opened its elevator at Havana, Minn., recently acquired from the Hastings Milling Co. The new company has purchased E. C. Duncan's flour and feed business and will

handle these lines in connection with its grain business. Charles Jones has charge as manager.

A company known as the Marietta Grain Co. has been formed at Marietta, Minn., and taken over the Seger Elevator. Mr. Seeger will have charge as manager.

The Younglove & Boggess Co. of Mason City, Iowa, has the contract for rebuilding Louis Schnell's 30,000-bushel elevator at St. Charles, Minn., which was recently wrecked by a cyclone.

L. N. Loomis of Minneapolis is building 15,000-bushel elevators at Wanamingo, Bombay, Kenyon, Epsom and Ruskin, Minn. The Younglove & Boggess Co. of Mason City, Iowa, has the contracts.

The Way-Johnson, Lee Co. of Minneapolis has arranged to carry on the grain business established by Standing Bros. at French, Foxhome and Everdell, Minn. The elevators at these places have been reopened.

The Younglove & Boggess Co. of Mason City, Iowa, is building a 15,000-bushel elevator at Dover, Minn., for G. C. Stevenson & Co. of St. Charles, Minn., and is also rebuilding the same firm's cyclone wrecked elevator at St. Charles.

The Duluth Elevator Co. has been making several improvements to its elevator at Willmar, Minn. A 30-horsepower gasoline engine has been installed to supplement the former motive power and new cleaning and elevating machinery has been put in.

The Spear & Vaughan Co. has been incorporated at Minneapolis, Minn., with a capital stock of \$25,000, to operate elevators and deal in mill supplies. Harry G. Spear, Allan H. Vaughan and Chapin R. Brackett, all of Minneapolis, are the incorporators.

Andrew Teslow is building an elevator and feed mill at Hoffman, Minn. He will also handle flour and coal. When the new plant is completed there will be five elevators and two feed mills at Hoffman. Mr. Teslow is a former resident of that place but had been at Minneapolis for some time.

The Pride Elevator Co. has been incorporated at Owatonna, Minn., with a capital of \$30,000. The incorporators are A. R. Jones, M. J. Brown and W. W. Kenyon, all of Owatonna. The new company will, it is stated, purchase and operate the elevators owned by the Hastings Milling Company of Owatonna, Minn.

The White Bear Elevator Co., White Bear, Minn., has completed its 25,000-bushel elevator and feed mill. The feed mill has a capacity of 200 bushels per hour. A 20-horsepower Fairbanks-Morse Gasoline Engine furnishes the motive power. The elevator is 50x140 feet in size, and about 70 feet in height. It is equipped with modern machinery and cost about \$5,000.

The Ellendale Farmers' Elevator Co. of Ellendale, Minn., has not succeeded in securing a site for an elevator. Both of the line houses have, it is said, offered to sell to the farmers, but so far nothing has been done. One of the line companies has also made a proposition to lease its elevator to the Farmers' Elevator Co. in case the latter did not wish to buy.

SOUTHERN AND SOUTHWESTERN.

Hughes, Green & Co. will erect a grain elevator in West Nashville, Tenn.

R. J. Bishop has succeeded C. H. Holmes in the grain business at Gage, Okla.

Wilkinson & Berdue succeed Wright & Wilkinson in the grain business at Manchester, Okla.

The Choctaw Mill & Elevator Co. is building a 15,000-bushel corn elevator at Chickasha, I. T.

The Pine Bluff Mill and Elevator Co. of Pine Bluff, Ark., is reported to have sold its business.

The De Masters Grain & Feed Co. (not inc.) of Huntsville, Ala., will remove to Birmingham, that state.

The El Reno Mill and Elevator Co. of El Reno, Okla., is erecting an elevator in the new town of Richland, Okla.

J. W. Chestnut is building an elevator near his mill at Tellico Junction, Tenn. He is also putting in a new engine and boiler to operate the flour mill and elevator.

The Cleburne Hay and Grain Co. has been incorporated at Cleburne, Texas, with a capital of \$10,000. The incorporators are: S. M. Hill, A. H. Teeter, J. Gould Hill and D. E. Waggoner.

The Sayre Mill and Elevator Co. has been incorporated at Sayre, Okla., with a capital of \$30,000. J. A. Faris of Yukon, Okla., and J. M. Pratt and J. M. Faris of Sayre, Okla., are the incorporators.

The Alabama Mill & Elevator Co. of Birmingham, Ala., has put up two new structures, 50x100 and 100x116 feet respectively, to replace the buildings recently destroyed by fire. The new structures will be used mainly for storage purposes. The company has leased the Enslen Mills and will con-

tinue to manufacture flour, cornmeal and pancake flour.

The Stinson-Morrison Grain & Elevator Co. of Oklahoma City, Okla., has been incorporated with a capital of \$25,000. The incorporators are Edward A. Stinson, Samuel A. Morrison and John S. Herriott.

The City Grain & Feed Co. of Columbia, Tenn., is building a 60,000-bushel transfer house, for which the Burrell Engineering & Construction Co. of Chicago has the contract. Adjoining the elevator will be a two-story hay shed, 300 feet square. The equipment of the elevator will consist of two stands of legs, a 500-bushel hopper scale, a Monitor Cleaner and a 15-horsepower gasoline engine.

NORTH DAKOTA.

An elevator is being built at Richburg, N. D. Walker & Keroshop succeed G. S. Walker in the grain trade at Casselton, N. D.

The Amenia Elevator Co.'s new elevator at West Hope, N. D., is about completed.

The National Elevator Co. has repaired and overhauled its elevator at McCanna, N. D.

Lofgren Bros. have completed their elevator at Wheelock, N. D., and are now receiving grain.

The National Elevator Co. is repairing and overhauling the elevator it recently acquired at Grandin, N. D.

It is reported that forty-six applications have been made for elevator sites on the new Granville extension of the Great Northern Railway at Mohall, N. D.

The Younglove & Boggess Co. of Mason City, Iowa, has completed a 20,000-bushel elevator at Lawton, N. D., for the M. F. Swanson Elevator Co. of Michigan, N. D.

The Minneapolis & Northern Elevator Co. is erecting elevators at Glenburn, Lansford and Mohall, N. D., on the new Granville extension of the Great Northern Railway.

James McCabe is building at 35,000-bushel elevator at the new town of West Hope, N. D. Temporary sheds have been erected to store wheat until the elevator is completed.

The Farmers' Elevator Co. of Denbigh, N. D., has commenced a mandamus action against the Great Northern Railway to compel it to build a spur track to the new elevator of the first named concern.

The Dakota Elevator Co. which recently purchased the Stead Elevator at Walhalla, N. D., is moving it to a more favorable site and will make several improvements. Mr. Hemsley will continue as agent.

The Thorpe Elevator Co. has completed a new office and engine house 12x20 feet in dimensions at Drayton, N. D. A new driveway has been built and a 6-horsepower gasoline engine installed to operate the machinery.

SOUTH DAKOTA.

J. F. Anderson is building an elevator at Virgil, S. D.

The Truax & Betts Elevator Co. is building an elevator at Loomis, S. D.

A Mr. Pierce is building a grain warehouse and coal sheds at Mitchell, S. D.

The Whetstone Valley Milling Co.'s 30,000-bushel elevator at Milbank, S. D., is completed and in operation.

Dougherty & Daniels have completed their 16,000-bushel elevator at Britton, S. D. The new house cost about \$5,000.

The Ferney Farmers' Elevator Co. is building a 20,000-bushel elevator at Groton, S. D. The Younglove & Boggess Co. has the contract.

The Younglove & Boggess Co. of Mason City, Iowa, has the contract for the Union Grain & Seed Co.'s 25,000-bushel elevator at Madison, S. D.

L. N. Loomis of Minneapolis has erected 15,000-bushel elevators at Lane and Wessington Springs, S. D. The Younglove & Boggess Co. had the contract for building the new houses.

M. J. Winchell's new elevator at Howard, S. D., has been sold by him to C. J. Henderson. Mr. Winchell will manage the elevator for the present season. The house was built by the Younglove & Boggess Co. of Mason City, Iowa.

Mr. Abraham has traded his interest in the Abraham & Schultz Elevator Co.'s business at Wentworth, S. D., to R. Werts of that city for the latter's farm implement and machinery business. The transfer will be made on January 1.

The elevator interests of L. N. Crill of Elk Point, S. D., who owns elevators at Aberdeen, Burbank and Elk Point, S. D., and the Sioux Grain Co. of Jefferson, S. D., have been consolidated. The last-named concern operates elevators at Tripp, Jefferson, Vermillion and Parkston, S. D., and at Chatsworth and Ticonic, Iowa. The business will be continued under the name of the Sioux Grain Co. and the head-

quarters will be removed from Jefferson, S. D., to Sioux City, Iowa.

EASTERN.

Haverstroh, Minter & Co., will build a grain elevator at Craigsville, Pa.

George M. Fitch has completed his grain elevator and bean warehouse at Rushville, N. Y.

Weld & Beck's new elevator at Southbridge, Mass., has been completed and put in operation.

J. F. Hoover has purchased a half interest in the Coyle & Diehl Elevator at East Fayetteville, Pa.

It is rumored that the York Co-operative Association will build a 13,000-bushel elevator at York, Pa.

S. A. Eastman has leased C. W. Clafin's building at Hopkinton, Mass., and will use it for a grain store.

The E. J. Thomas Grocery, Grain & Meat Co. has been chartered at Burlington, Vt., with a capital of \$15,000.

Fred H. Kimball of Kimball Bros. Co., Bath Me., has purchased Harry B. Sawyer's grain and flour store in that city.

O. D. Prescott is building a new grain store at Greenville, N. H., to replace the one burned last spring. A spur track will be constructed to the building.

Albert Culver has sold his grain and coal business at Rockland, Mass., to a stock company composed of E. B. Church, James W. Spence and John J. Spence, all of that city.

The Thompson-McShane Co. has been chartered at Summit, N. Y., with a capital of \$10,000, to deal in grain, hay, etc. The incorporators are: Charles L. Thompson, Charles E. McShane and Florence L. Thompson.

The C. W. Spencer Co. has been organized at Harvard, Mass., to deal in grain and lumber. The company is capitalized at \$10,000 with Charles W. Spencer of Harvard, Mass., as president and treasurer, and Charles H. Sprague of Boston as secretary.

J. Cushing & Co. of Keene, N. H., have doubled the size of their grain store in that city and built an elevator with a storage capacity of 10,000 bushels. The elevator is connected with the grain store and is 12 feet wide by 44 feet long and 50 feet in height. A 7½-horsepower electric motor operates the machinery and the buildings are lighted by electricity. The equipments include an Eureka Cleaner.

The new elevator now being erected by the Pennsylvania Railroad at Canton, Baltimore, Md., to replace the one destroyed by fire on December 31, 1902, will have a storage capacity of 1,000,000 bushels. It is of frame construction, with a flat roof and is situated in the same site as the burned building. The new house, which will be known as Number 3, will be so constructed that, including the work of receiving and shipping, 140,000 bushels of grain may be handled in an hour. It will be equipped with six legs, capable of handling 10,000 bushels each, per hour, and eight shippers capable of handling 10,000 bushels an hour. There will also be 16 shipping spouts, eight on each side, which can, when necessary, load 20,000 bushels of grain apiece per hour. The storage bins and receiving tanks in the new house are larger than those which were in the old elevator, the bins being 70 feet in height.

OHIO, INDIANA AND MICHIGAN.

An elevator and feed mill are being built at Mecosta, Mich.

H. H. Dils succeeds Dils Bros. in the grain business at Aurora, Ind.

Stewart & Ward are building an addition to their elevator at Bellaire, Ohio.

The new elevator at La Grange, Ind., has been completed and started up.

Jay S. Crawford is reported to have sold his grain business at Crown Point, Ind.

Bailey, Bunnell & Co. of Wataha, Ind., are building a large elevator at La Crosse, Ind.

Adam Bright has purchased a suitable site at Addison, Ohio, and is building an elevator.

Morrison & Thompson of Kokomo, Ind., will install an improved Hall Distributor in their elevator.

John G. Beckam has installed new elevating machinery in his grain warehouse at Ferdinand, Ind.

The Eldorado Grain & Hay Co. has been chartered at Evansville, Ind., with a capital of \$5,000.

E. L. Southworth is reported to have withdrawn from the grain firm of Southworth & Co. at Toledo, Ohio.

The masonry work is just completed on Gale Bros.' 80,000-bushel transfer elevator at Cincinnati, Ohio.

The Galveston Grain Co. has been incorporated at Galveston, Ind., with a capital of \$25,000 to do a general grain business. The incorporators are

Charles F. Steward of Kokomo, Ind.; Edwin R. W. Truax and James R. McReynolds of Galveston, Ind.

The new elevator at Lima City, Ohio, is completed. A 20-horsepower gas engine has been installed.

O. F. Davison and E. E. Studabaker have purchased the Henne Grain Co.'s business at Greenville, Ohio.

Weeks Bros. of Twelve Mile, Ind., have purchased Shirk & Haskett's elevator at Hoover, Ind. The consideration was \$4,000.

H. P. Baker of Bryan, Ohio, and C. F. Winegardner of Toledo, Ohio, have engaged in the grain and feed business at Bryan, Ohio.

Work on C. E. Davis' new 30,000-bushel elevator at Fairbanks, Ind., is progressing favorably. The new house will be operated by a gasoline engine.

The Crabb-Reynolds-Bell Grain Co. of LaFayette, Ind., will equip its elevator with two improved Hall Distributors and an ear corn attachment.

W. H. Hodge has sold his elevator at Urbana, Ohio, to S. A. Muff of New Carlisle, Ohio. Mr. Hodge will devote his entire attention to his warehouse at Catawba, Ohio.

Ed. Baldwin of Weston, Ohio, who has been out of the grain business for some time, has installed new machinery in his elevator at that place and re-engaged in the grain trade.

The Molett Grain Co. of Maine was recently chartered to do business in Ohio, with headquarters at Frankfort, Ind., and Toledo, Ohio. The company is capitalized at \$30,000 and has elevators at Richmond and McClure, Ohio, and Jackson, Fickle and Clarkes Hill, Ind.

McLane, Swift & Co.'s 30,000-bushel terminal elevator at Edwardsburg, Mich., is about completed. It is equipped with an Eureka Clipper, Monitor Cleaner, Cornwall Corn Cleaner, Victor Corn Sheller and a 40-horsepower steam engine. The Burrell Engineering & Construction Co. of Chicago is the builder.

The Berne Grain and Hay Co. of Berne, Ind., of which C. G. Egley is the head, has leased the G. R. & I. Railway Co.'s elevator at Hometown, Ind., for a term of years and will make numerous improvements. New machinery will be installed at a cost of about \$2,000 and the house made modern in every respect.

The recently incorporated Interstate Grain Co. of Bath, Ind., has succeeded to the business of the Bath Grain Co., Rigby & Stout, F. A. Rigby and the Reighard-Emrick Grain Co., the latter concern becoming a part of the Interstate Grain Co. The new company will do a general grain business at Raymond and Bath, Ind., on the C. & St. L. Railway and at College Corners, Ohio, and on the C. & D. Railway, with its main office at the last named place. The following are the officers of the Interstate Grain Co.: Charles Stout, president; L. A. Emrick, vice-president; William S. Todd, secretary; C. E. Reighard, treasurer, and Clyde S. Emrick, general manager.

CANADIAN.

Muir & Co. have completed their grain warehouse at Tyndall, Man.

The Canadian Elevator Co. is building a planing mill at Morris, Man.

M. G. Stagg & Co. have opened offices at Toronto, Ont., to deal in grain, hay and potatoes.

The Crown Grain Elevator Co. has completed a 60,000-bushel elevator at Sinaluta, Man.

A Fairbanks Gasoline Engine has been installed in the Farmers' Elevator at Hartney, Man.

The dust collecting machinery has been installed in the Canadian Pacific Elevator at Fort William, Ont.

Bullock & Son have sold their flour mill and elevator at Swan River, Man., to McFadden Bros. & Clink.

It is stated that the Ogilvie Flour Mills Co., Ltd., will build an elevator at Rosburn Junction, near Neepawa, Man.

The Canadian Northern Railway has announced that it is carrying the fire risk on grain stored in its elevator at Port Arthur, Ont.

The machinery is being installed in the new elevator at Montreal, Que., now in course of construction for the Montreal Harbor Commission.

There are still twelve new elevators in course of construction along the Canadian Pacific Railway in Manitoba and the Northwest Territories.

The Imperial Elevator Co. is building new elevators at Whitewood, Assa., and Griswold, Man. The new houses will have a capacity of 60,000 bushels each.

The Ogilvie Flour Mills Co., Ltd., has begun work on its new mill and elevator at Fort William, Ont. The plant will consist of a 4,000-barrel mill and a 750,000 to 800,000-bushel elevator. It is expected to have the mill completed by October 1, 1904, but it is the intention to have the elevator in condition

to receive some grain this season. A power plant capable of developing 2,000-horsepower will be built to operate the mill and elevator.

The Montreal Harbor Commission will construct grain conveyors from its new elevator at Montreal to the King Edward and Alexandria piers, and to the shore wharf.

King's Elevator at Port Arthur, Ont., is said to be full of wheat and large quantities of dried wheat are being transferred to the Canadian Pacific elevators at Fort William.

The Grenfell Milling and Elevator Co. is erecting a two story building at Grenfell, Assa., a portion of which will be used for the company's offices and the remainder for stores.

It is proposed by the Dominion Government to erect grain elevators at Port Colborne, Ont., in connection with the extensive improvements now being made at the Lake Erie end of the Welland Canal.

A. R. Hopper's new 25,000-bushel elevator at Arcola, Man., is completed and open for business. There are now six elevators and a flat warehouse at this point with a total storage capacity of 150,000 bushels.

The Export Elevator Co. has closed its flat warehouse at Whitmouth, Man., on account of trouble with the farmers over grading and dockage of wheat. It is said that the Ogilvie Flour Mills Co. will build a warehouse at that point next year.

The steamer Westmount with a cargo of 70,000 bushels of wheat, and two barges with 50,000 bushels each, were discharged of their cargoes recently at Kingston, Ont., by the Montreal Transportation Co.'s elevator in eight and one-half hours.

The Crown Grain Elevator Co. is building a large elevator and storage tanks at St. Boniface, Man.. When completed the plant will be a combined terminal elevator and cleaning house, with the most modern appliances for cleaning, grading and drying grain.

F. Love, superintendent of the Goderich Elevator & Transit Co.'s elevator at Goderich, Ont., was accidentally killed on October 19. He stepped on a slack rope, which suddenly tightened, throwing him between two revolving drums and crushing him to death.

The Canadian Pacific Railway Co.'s new steel tank elevator "E" at Fort William, Ont., has been completed and turned over to the company. This structure increases the storage capacity at that point about 2,200,000 bushels. It was built by the MacDonald Engineering Co., of Chicago.

The Winnipeg Grain Exchange of Winnipeg, Man., has announced that the Canadian Pacific Elevators A, B, C, D and E at Fort William, Ont., the Canadian Northern Railway Co.'s elevator and annex at Port Arthur, Ont., and Joseph J. King & Co.'s elevator and annex at the same place have been declared "regular" by the council.

The Monteith Junction Elevator Co. has been chartered to do business at Monteith and Souris, Man. Elevators will be built and operated at both points. The company is capitalized at \$15,000 and the following are the incorporators: Thomas Lockhart, W. C. McLaren, J. H. Cook, Richard Smith, James Grant, and Hector McLean, all of Souris, Man.

The Canadian Northern Railway is completing at Port Arthur, Ont., what is said to be the largest grain storage warehouse in the world. The Canadian Northern Elevator consists of 160 cylindrical bins, each 21 feet in diameter and 85 feet deep. There is no wood used in the entire structure, the bins being of tile, arranged in double walls with steel tie rods surrounding each roof tile. Each cylinder touches those adjoining at four points, forming smaller bins with concave sides. This elevator is connected with a wood and steel working house which has a capacity of 1,250,000 bushels. The new plant has a total storage capacity of 5,750,000 bushels of grain.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month.]

W. H. Berst, Joliet, Ill.
A. S. Kaiser, Centralia, Ill.
Peter Provost, Menominee, Mich.
W. L. Joy, Toronto Junction, Ont.
F. W. Shrimpton, Greenwood, Wis.
W. L. Milligan, representing Marseilles Mfg. Co., Marseilles, Ill.
G. M. Robinson, president and treasurer of the Charter Gas Engine Co., Sterling, Ill.
L. R. Doud, representing Grain Dealers' National Mutual Fire Ins. Co., Indianapolis, Ind.

FOREIGN NEWS

Canada is the best customer the U. S. has for agricultural implements.

Plans for a kiln for drying grain have been approved of by the Town Council of Montrose, Scotland.

The Leith Grain Elevator Warehousing Co., Ltd., is a new company at Leith, Scotland, with capital of £70,000.

The Argentine is estimated to have planted 10 million acres to wheat this year, all in fine condition. The yield last year was 13 bushels per acre.

During the past five years, the Italian consumption has averaged about 168,000,000 bushels, or just about 5 bushels of wheat per head, compared with about 8 bushels in France and 6 bushels in Great Britain.

Grain dealers at Rotterdam and Rhenish ports have adopted a special form of contract to be known as the German-Dutch Grain Contract, under which all disputes are to be arbitrated at Rotterdam within two weeks after cause is found.

On and after Nov. 15 Odessa export sales of rye, barley, corn and oats will be made on f. a. q. terms to 1 per cent of the value of standards established by the Odessa Exchange, type samples of which are sent to all large importing centers of Europe.

Broomhall's estimates that the Australians will be able to export of the crop now ready for harvest about 12,000,000 bushels, Argentina about 96,000,000 bushels; Uruguay, 800,000 bushels; Chili, probably nothing, owing to increased home consumption; India, perhaps 40,000,000 bushels; Algeria and Tunis, 6,400,000 bushels.

Germany, ten years ago, imported only about 22,200,000 bushels of wheat and flour, whereas now she requires fully 72,000,000 bushels on an average from abroad. This increase of 40,000,000 bushels in Germany's annual imports, in face of the strenuous protection by the Agrarian party, says Broomhall's, affords Englishmen food for thought at this juncture; for it is a fact that the increase in British imports during the same period has not been on a larger scale. As in the case of France, Germany's protective duties do not appear to protect as effectively as one would have expected.

Spain has been importing smaller quantities of wheat in recent years, partly, perhaps because she has lost her export trade since the loss of her principal colonies, but chiefly due, we should imagine, to the increased growth of wheat at home. Ten or twelve years ago the normal wheat crop of Spain was reckoned to be 72,000,000 bushels, whereas it now amounts to about 104,000,000 bushels. Of other cereals, Spain produces about 24,000,000 bushels rye, 48,000,000 bushels barley, 12,000,000 bushels oats, and 24,000,000 bushels maize. The annual per capita consumption of wheat of the Spaniard marks out at about 6 bushels.

Prussia since 1896 has spent over a million dollars building 53 grain depots. These warehouses, located at railway stations, and built with the capital supplied by the Government, were let to the constituents for five years at a rental equivalent to 1 3-5 per cent upon the outlay. Of the 31 depots leased to the different agricultural co-operative associations, four only are working at a loss, while the remaining 27 show a margin on the right side. Last year the total amount of wheat, rye, oats, barley, etc., warehoused was 1,639,000 centals, while the total amount of fodder, dung and fuel purchased amounted to 1,639,000 centals.

Dr. Max Becker has lately published in Europe a pamphlet on Argentina and its possible wheat acreage. He compares the acreage suitable for wheat in the various provinces with the actual area under this crop in 1902, as follows:

Provinces	Possible acreage.	Acreage 1902-3.
Buenos Ayres	21,000,000	3,215,000
Santa Fe	10,800,000	3,100,000
Cordoba	9,300,000	1,890,000
Entre Rios	4,025,000	660,000
Central Pampas	3,700,000	.....

Total 48,825,000 8,865,000

Dr. Becker says that there are in the wheat growing zone no less than 120 million acres.

The Russian Journal of Commerce and Industry states that a new departure is about to be made at Nicolaieff for regulating the export trade in grain. It is proposed to establish local standards of wheat, rye and barley. At present disputes are settled by arbitration, based on samples taken at the port of discharge, and sometimes the Russian shipper is penalized; moreover, the custom of the various ports renders the decisions variable and uncertain. It is believed that a real standard of quality can only be based on the samples handled at the port

of shipment. Therefore, the Nicolaieff Bourse proposes to make up these standards monthly, and send them to the principal ports which buy Russian grain, viz., Marseilles, Genoa, London, Hamburg, Rotterdam, Antwerp, Mannheim, Berlin and Paris. The samples will represent the average of the month's shipments from Nicolaieff. The Chamber of Commerce at Marseilles has accepted this new departure, and it remains to be seen whether the other foreign ports will follow suit.

THE EXCHANGES

Chicago Board of Trade memberships are offering at \$3,300 net to the buyer. This includes dues and brokerage.

The suggested amendment covering the put and call situation was discussed by the directors of the Chicago Board of Trade on October 10, but action was deferred for a week.

Members of the Milwaukee Chamber of Commerce have voted to change the hours of trading in futures to practically conform to those of the Chicago Board of Trade. It was also decided to do away with the dividing of commissions with the members of any exchange except Chicago.

Plans are being perfected for the organization of a rice exchange at Houston, Texas. The new body will be a subsidiary organization of the Houston Cotton Exchange, the rice men joining the cotton exchange as individuals and later make such provisions as are necessary to handle the rice business.

The movement looking to the establishment of a grain exchange at Omaha is well under way. At a meeting of the Commercial Club, November 2, \$26,000 was subscribed and G. W. Wattles was appointed a committee of one to draft constitution and by-laws. It is expected that the permanent organization will be effected at an early date.

The grain trade of the New York Produce Exchange has adopted the following grades on macaroni wheat: No. 1 macaroni wheat shall be bright, sound, well cleaned and be composed of what is known as rice or goose wheat. No. 2 macaroni wheat shall be inferior to No. 1, but sound, be composed of what is known as rice or goose wheat, and may include wheat that is bleached and shrunk. No. 3 macaroni shall include all wheat badly bleached or smutty, or for any other causes unfit for No. 2.

At a recent meeting of the committee of management of the Montreal Corn Exchange Association the location of the grain storage facilities to be established by the Grand Trunk Pacific on Lake Superior was considered, the following resolution being adopted: "That the Montreal Corn Exchange Association earnestly desires, in the interests of the grain trade, that the grain storage facilities to be established by the Grand Trunk Pacific company on Lake Superior shall be as near to the existing elevators as possible, the concentration of such storage facilities being of immense advantages to the trade."

The annual report of President James Marshall of the Minneapolis Chamber of Commerce shows that the receipts of wheat for 1903 at present exhibit an increase of 4,519,210 bushels over last year. The increase in oats was 11,000,000 bushels, barley nearly 5,000,000 bushels, and flax almost 3,000,000 bushels over the preceding year. "Altogether," concludes the report, "the receipts of this crop year exceed those of the preceding year by more than 22,000,000 bushels. The shipments have been larger by 11,000,000, and the flour shipments for twelve months, ending August 31, were 15,991,109 barrels, or about 700,000 more than last year."

Shares in the New Orleans Board of Trade which sold for \$10 in March last are now quoted at \$140. The Board has limited its membership to 650. Since the exchange concluded to add the grain future department a number of prominent grain firms of other large cities have become members. Among these are the Langenberg Bros., W. D. Orthwein & Co., of St. Louis, Ware & Leland, Logan & Bryan, the J. Rosenbaum Grain Co., of Chicago; Harroun Elevator Co., the Midland Elevator Co., of Kansas City; J. S. Bache & Co., of New York; The Cathran Company of Birmingham.

GRAIN FUTURES AT NEW ORLEANS.

The supervisory committee on grain futures of the New Orleans Board of Trade has recommended the following rules to govern the new grain futures market of the board:

Rates of Commission: The following rates of commission being just and reasonable, are hereby established as the minimum charges which shall be made for the transaction of business by members of the association:

For the purchase or sale and for the purchase and sale of all kinds of grain for immediate or fu-

ture delivery, whether the contract for purchase or for sale be first made, as follows:

On all kinds of grain in 1,000 and 5,000 bushel lots or multiples thereof, one-eighth (1-8) cent per bushel. It is hereby provided that in cases where property is bought or sold for immediate or future delivery for account of members of this association or for firms one of whose general partner is a member, one-half (1-2) of the foregoing minimum specified rate shall be charged and shall be the minimum rate in such cases. Nothing in this rule shall be so construed as to prevent special agreement by which higher rates of commission may be charged in special cases.

Tender of Grain on Contract: On contracts for grain for future delivery the tender of a higher grade of the same kind of grain than the one contracted for shall be deemed sufficient. All contracts made for wheat, unless otherwise specified, shall be understood as for contract wheat; and on such contracts, for the delivery of wheat, a tender of No. 1 red winter wheat, No. 2 red winter wheat, No. 1 Northern spring wheat, No. 1 hard winter wheat or No. 2 hard winter wheat in such proportions as may be convenient to the seller, subject, however, to the provisions of the rule relative to warehouse receipts, shall be deemed a valid tender.

All contracts for oats, unless otherwise specified, shall be understood as for contract oats, and on such contracts for the delivery of oats, a tender of No. 2 white oats or No. 2 mixed oats, in such proportions as may be convenient to the seller, subject, however, to the provisions of the rule relative to warehouse receipts, shall be deemed a valid tender of contract oats, under the rules of the Board of Trade of the city of New Orleans, and the regulations and requirements of its Board of Directors.

All contracts for corn, unless otherwise specified, shall be understood as for contract corn, and on such contracts, for the delivery of corn, a tender of No. 2 mixed corn, No. 2 yellow corn or No. 2 white corn, in such proportions as may be convenient to the seller, subject, however, to the provisions of the rules regulating warehouse receipts, shall be deemed a valid tender of contract corn under the rules of the New Orleans Board of Trade.

SEEDS

G. A. Lynch, a seed dealer of North Adams, Mich., is dead.

G. M. Gwynn, seed and grain dealer at Essex, Iowa, has added another building to his seed business in that city and installed an engine to operate the machinery.

The John H. Allan Seed Co. of Cape Vincent, N. Y., has filed articles of incorporation in Wisconsin; \$25,000 of the capital stock of \$50,000 is invested in that state. E. M. Parmelee is president of the company.

A meeting of the creditors of the Cape Vincent Seed Co., Ltd., of Cape Vincent, N. Y., and New York City, was held at the offices of the referee in bankruptcy at New York recently and Marshall S. Hagar was elected trustee.

The W. H. Buckbee Seed Co. has nearly completed its new building at Rockford, Ill. The new structure is three stories and a basement in height, of fireproof construction and is said to be the finest of its kind in the world. The mail order room is situated on the top floor, while the second floor is used for storage purposes. The offices and vaults are located on the main floor and the basement is used as a sorting room. It is so arranged that three carloads of seeds may be handled in this room at one time.

The seed firm of D. Landreth & Sons of Philadelphia has filed a petition in bankruptcy. The failure was brought about by a refusal of certain creditors to accept a compromise offered some time ago. The house was established in 1784 by David Landreth and has been conducted by succeeding generations of the same family. The firm owns extensive seed farms in Bucks County, Pa., Burlington County, N. J., and Lancaster County, Va. It also has stores at Bristol, Pa., and Jamaica, L. I. The firm's liabilities are about \$150,000 and the assets small.

C. A. King & Co.'s circular of November 7 sums up the clover seed situation at Toledo as follows: "Receipts are at last falling off. They should gradually decrease. December receipts are always smaller than the November and probably will be this season. Last year the November receipts were the largest of the season, being 21,400 bags, but ran down to 10,000 in December. October receipts this year were very large, being 40,500 bags. It looks now as if the November receipts would be less than 20,000 bags. Exports from New York last week were 20,400 bags thus far this season; last year they were 20,900 for the season.

COMMISSION

The Taylor Grain Co. of Topeka, Kans., has established a branch at Galveston, Texas.

John Filkins & Co. of New York have established a branch at Chicago with offices in the Rialto building.

Spear & Co. are succeeded in the grain commission business at Minneapolis by the Spear & Vaughan Co.

The Chicago commission firm of Farnum, Sickel & Co. has been reorganized, Mr. Farnum retiring. The style of the firm is now Sickel, Roberts & Co.

H. D. Wetmore of Chicago left recently for a six months' trip around the world. The Nash-Wright Co. will take care of his business during his absence.

The New York commission firm of Raymond & Pynchon, which dissolved partnership some time ago, has resumed business under the style of Raymond, Pynchon & Co.

F. G. Rowland, who has been in the commission business in Jersey City, N. J., for some time, will in the future represent J. E. Adams, Jr., of New York City in the same line.

Herbert C. Wright of Chicago, formerly head of the firm of H. C. Wright & Co., has taken charge of the bond and investment department of McIntyre & Marshall at New York City.

George A. Weiss, who has been extensively interested in the barley trade at Chicago for the past twenty years, has posted his membership in the Chicago Board of Trade for transfer.

T. C. Rickards of Cabrey, Ill., has taken a position as traveling representative for the Calumet and Western Elevator Co. of Chicago. His territory includes all of the state of Illinois.

The Traders' Stock and Grain Co. has been incorporated at St. Louis with a capital of \$30,000 to deal in grain, provisions, bonds, stocks, etc. The incorporators are: John F. Ryan, William Buck and W. F. Reed.

R. J. Thresher and L. A. Fuller of Kansas City have formed a partnership under the firm name of Thresher & Fuller, and will succeed to the grain business of R. J. Thresher and the commission business of Charles Counselman & Co. at Kansas City.

Alexander McDougall, one of the veterans of the Chicago grain trade, was presented with a bouquet, consisting of 68 American beauty roses, by his fellow members of the Chicago Board of Trade on October 22, it being the occasion of his 68th birthday.

George H. Lyons, who has been the western representative of Counselman & Co. of Chicago at Omaha, Nebr., has severed his connection with that firm and will represent the Calumet and Western Elevator Co. of Chicago. His offices will be in the Omaha Board of Trade building as heretofore as Counselman & Co. have discontinued their western business.

FLAXSEED

The total imports of flaxseed for the nine months ending with September were 13,389 bushels, valued at \$19,133, as compared with 501,277 bushels, valued at \$736,385, for the corresponding period ending with the preceding September.

The steamer Sonoma loaded at the terminal elevators at Duluth on October 17 with 260,000 bushels of flax. This is said to be the largest cargo of flax ever carried on the lakes. The same boat carried a similar cargo of 257,000 bushels about ten days prior to that.

During the month of September 152,884 bushels of flaxseed, valued at \$167,434, were exported, as compared with 131,053 bushels, valued at \$176,149, for the preceding September. For the nine months ending with September 1,006,128 bushels of flaxseed, valued at \$1,160,947, were exported, as compared with 485,522 bushels, valued at \$740,844, for the corresponding nine months ending with the preceding September.

The Duluth Commercial Record states that the receipts of flax at Duluth and Minneapolis since August 1, the beginning of the crop year, to October 22, have been 6,248,000 bushels, as compared with 9,274,000 bushels for the same period last year. From August 1 to December 1 of 1902 the total receipts at both markets were a trifle over 17,000,000 bushels. As the movement is relatively somewhat

late this year, it is thought between October 22 and December 1 will reach another 6,000,000 bushels.

The flax situation in the Northwest is summed up in a recent issue of the Duluth Commercial Record as follows: "That the growing of flax in the northwest has received a black eye is now beyond question. With wheat selling at 85c and flax at \$1.02 at terminals, the former averaging 13 to 14 bushels to the acre and the latter 6 to 10 bushels, it is not difficult to imagine what will be the choice. Taking this year's average yield in North Dakota, flax has not returned the money spent in raising it. In round figures, 2,000,000 acres were seeded and 1,800,000 acres have been or will be harvested at an average yield of 6 bushels, or a total of 10,800,000 bushels. The average country station price will not reach 90c, but calling it that, the state of North Dakota will realize nearly \$10,000,000 for its flax, and the bill of costs, including seed, plowing, seeding and harrowing, harvesting, threshing, hauling to station from farm, interest on 2,000,000 acres valued at \$15 at 6 per cent, taxes on 2,000,000 acres average 10c per acre, making a total of \$10,980,000, or a loss of nearly \$7,000,000."

A recent report from Crookston, Minn., sums up the flax crop as follows: "Flax is proving a disappointing crop. With the threshing is being demonstrated the fact that the yield is smaller than was estimated in July and August it would be, notwithstanding the increased acreage of 1903 over that of 1902. Flax men who have recently returned from trips through the belt of North Dakota and northern Minnesota tell of threshing begun on flax that had lain in the swath as it was cut. This will, almost without exception, grade 'rejected' or 'no grade.' The receipts have, up to the present, been very light, the farmers preferring to finish their fall plowing; but with the termination of these operations and the freezing of the roads, heavy offerings should begin. There is no shortage anticipated. Though the total production is smaller than it was thought the increased acreage would give, the light sales of oil have failed to sufficiently reduce the surplus carried over from 1902, and the result will be another surplus, to be borne by farmers, jobbers and manufacturers, of 15,000,000 bushels."

HAY AND STRAW

Hay sold recently at Dawson City, Alaska, for \$130 per ton.

Over 700 tons of hay have been baled in the vicinity of Camden, Mich.

John M. Judge has sold his hay and grain store at Amherst, Mass., to Frank Case of that city.

F. M. Lipe has sold his hay business at Jackson, Mich., to the J. E. Bartlett Co. of that city.

The Cleburne Grain & Hay Co. has been incorporated at Cleburne, Texas, with a capital stock of \$10,000.

A recent report from Clark, S. D., states that large quantities of hay were destroyed by a recent prairie fire near that place.

Otho township, Webster county, Iowa, is said to have produced 820 tons of hay this year, the greater part of which will be put on the market.

The secretary of the National Hay Association is about to issue his annual report including a complete roster of the members of the association.

Wolff Bros. hay and feed store at Grand Rapids, Mich., was damaged by fire recently causing a loss of about \$4,000 on the building and contents.

The majority of Chicago hay dealers have found it necessary to inaugurate a new rule relative to drafts. They will not pay sight drafts on hay and straw unless such drafts are made payable "on arrival of cars" in the city where inspection can be made.

The Eldorado Grain & Hay Co. has been chartered at Evansville, Ind., to buy and sell grain, hay and farm products. The company is capitalized at \$5,000 and the following are the officers and incorporators: W. H. Small, president; Morris L. Johnson, secretary and treasurer, and P. C. Newlin.

The Sackville Hay & Feed Co. has been incorporated at Sackville, New Brunswick, to do a general hay and feed business. The capital stock of the company is \$10,000. W. C. Milner of Halifax, N. B.; Frederick A. Dixon, S. E. Dixon, J. L. Dixon and W. J. Dixon of Sackville, N. B., are the incorporators.

A committee consisting of Daniel Rider, Richard C. Wells and Thomas H. Botts has been appointed by the Baltimore Chamber of Commerce to consider the question of certain changes in the methods of doing business at the various hay sheds of Baltimore and to bring the matter to the attention of

the proper railroad and terminal authorities, with the idea of securing an improvement in conditions.

A large hay warehouse containing 800 tons of hay was burned at Strasburg, Ill., recently. The building and contents were owned by J. H. Wallace of Windsor, Ill. The cause of the fire is attributed to spontaneous combustion.

H. H. Freeman & Co.'s market letter dated Chicago, November 10, says: Timothy—Receipts moderate, about equal to the demand. Demand best on the high grades, good No. 1 and better. Greater quantities of the medium grade hay have been made this year, as clover worked into the meadows quite generally. This class of hay, when of good color, is selling to fairly good advantage. Clear timothy, of high color, is always much sought and it is this grade which we urge your shipping mostly. Off grades should not be shipped as they can only be sold at low prices. Prairie—Offerings of Kansas are moderate, demand for which is steady; not much real choice arriving. State hay offerings large with market badly overstocked and demand light. Receivers are finding much difficulty effecting sales. Straw—Liberal offerings continue to prevail; market is dull and quiet. Dealers are fairly well stocked and buying very sparingly. Oat and wheat straw selling to best advantage. Farmers are now busy husking corn and will continue all month and will divert attention from hay. We look for increased receipts next month and consequent lower markets. If you contemplate shipping your hay soon, we urge that you do so at once for prevailing conditions do not warrant your looking for higher markets in the near future.

Blaney, Brown & Co., commission merchants of Boston, have issued a card of instructions to hay and straw shippers in Ohio, Michigan, Illinois, Indiana, Pennsylvania and Western New York stating that in the absence of special directions to bill all shipments to Providence, R. I., via any of the following fast freight lines: Central States Despatch; Erie Despatch, via Binghamton, N. Y., and Worcester, Mass.; Hoosac Tunnel Line, via Rotterdam Junction, N. Y., and Worcester, Mass.; Lackawanna Line; Lake Shore-Lehigh Valley Route; Lehigh Valley Despatch; Lehigh and Wabash Despatch; National Despatch, Great Eastern Line; Nickel Plate Line, via Rotterdam Junction, N. Y., and Worcester, Mass.; North Shore Despatch, via Rotterdam Junction, N. Y., and Worcester, Mass.; Pere Marquette-Lackawanna Line; Pere Marquette-Lehigh Valley Line; Reading Despatch; Star Union Line; Traders' Despatch; Wabash and Lackawanna Despatch; West Shore Line, via Rotterdam Junction, N. Y., and Worcester, Mass. The card further advises the shipper that, "by comparing notes with your local freight agent you will readily find which of these several fast freight lines operate over the particular railroads you are shipping from and with such a choice of lines you should have no trouble in getting plenty of cars. If, however, you should experience any difficulty in that respect, get two or more rival Fast Freight Agents interested and among them they ought to keep you supplied."

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

Quotations at the close of the week ending October 17 ranged as follows: Choice, \$12.00 to \$12.50; No. 1 timothy, \$11.00 to \$11.50; No. 2 timothy, \$9.00 to \$10.00; No. 3 timothy, \$6.00 to \$8.00; choice prairie, \$10.50 to \$11.50; No. 1 prairie, 9.50 to \$10.00; No. 2 prairie, \$7.50 to \$8.50; No. 3 prairie, \$6.00 to \$7.00; No. 4 prairie, \$5.00 to \$5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$5.50 to \$13.00 for poor to choice timothy, \$9.00 to clover mixed \$7.00 for clover hay, \$7.00 to \$10.00 for state and \$10.50 to \$12.50 for Kansas prairie hay. Rye straw sold at \$5.00 to \$10.00 for poor to choice and \$6.50 for oat straw.

Quotations at the close of week ending October 24 ranged as follows: Choice timothy, \$11.50 to \$12.50; No. 1 timothy, \$11.00 to \$11.50; No. 2 timothy, \$9.50 to \$10.50; No. 3 timothy, \$6.00 to \$8.00; choice prairie, \$11.50 to \$12.00; No. 1 prairie, \$10.00 to \$11.00; No. 2 prairie, \$8.00 to \$8.50; No. 3 prairie, \$6.00 to \$7.00; No. 4 prairie, \$5.00 to \$5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$5.00 to \$12.50 for poor to choice timothy, \$7.50 to \$8.50 for state, and \$10.00 to \$12.00 for good to choice Nebraska and Kansas prairie hay. Rye straw sold at \$8.00 to \$10.00, and oat straw at \$6.50 to \$7.00.

Quotations at the close of the week ending October 31 ranged as follows: Choice timothy, \$11.50 to \$12.00; No. 1 timothy, \$10.50 to \$11.00; No. 2 timothy, \$9.50 to \$10.00; No. 3 timothy, \$6.00 to \$8.00; choice prairie, \$11.00 to \$11.50; No. 1 prairie, \$10.00 to \$10.50; No. 2 prairie, \$8.00 to \$8.50; No. 3 prairie, \$6.00 to \$7.00; No. 4 prairie, \$5.00 to \$5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$6.00 to \$12.50 for poor to choice timothy, \$5.50

to \$9.00 for poor to choice state, and \$10.50 to \$12.00 for Iowa, Kansas and Nebraska prairie hay. Straw was in larger supply and prices lower. Rye straw sold at \$8.50 to \$10.00, and oat straw at \$6.00 to \$7.00.

Quotations at the close of the week ending November 7 ranged as follows: Choice timothy, \$11.50 to \$12.00; No. 1 timothy, \$10.00 to \$11.00; No. 2 timothy, \$8.50 to \$9.50; No. 3 timothy, \$7.00 to \$8.00; choice prairie, \$11.00 to \$11.50; No. 1 prairie, \$10.00 to \$10.50; No. 2 prairie, \$8.00 to \$8.50; No. 3 prairie, \$6.00 to \$7.00; No. 4 prairie, \$5.00 to \$5.50. Inside prices on prairie hay for state and outside for Kansas, Nebraska and Iowa hay. Sales ranged at \$6.50 to \$12.00 for poor to choice timothy, \$6.00 to \$8.50 for state, and \$8.50 to \$11.50 for Iowa, Nebraska and Kansas prairie hay. Packing hay sold at \$6.50. Rye straw sold at \$7.50 to \$9.75, wheat straw at \$6.25, and oat straw at \$6.25 to \$6.75.

BARLEY AND MALT

The Wisconsin Malt & Grain Co., represented at Beaver Dam and some thirty other places in Wisconsin, is building an elevator at Randolph, Wis.

The Duluth Brewing Co. has taken out a building permit for the erection of an addition to its elevator and malt house at Duluth, Minn., to cost \$1,000.

It is reported that the Nunnemachers, maltsters, of Milwaukee, contemplate the erection of a 600,000-bushel malt house at Omaha, Nebr., at a cost of \$150,000. President A. B. Stickney of the Great Western Railway has offered to donate a site for the plant. The matter is in the hands of the Omaha Commercial Club.

The Red Wing Malting Co., of Red Wing, Minn., has made arrangements with the Great Western Railroad for the purchase of a tract of land between the Great Western and the Milwaukee Railroad tracks to enlarge the malting plant by the erection of a tank elevator and a new malt house. The city of Red Wing has been asked to vacate a part of a street adjoining the malting company's plant to be used as a portion of the site for the new elevator; and if the permission of the city is given the work on the new buildings will be begun this fall.

The acreage sown to barley in California last winter was probably the most extensive in the history of the state, says the San Francisco Chronicle. This cereal was largely sown throughout the southern portion of the state, and as that section had a satisfactory rainfall the yield was liberal. The crop estimates place the production at over 500,000 tons, some operators claiming 75,000 tons over that figure. Like wheat, the price has been held up to good figures. The European demand for California barley continues to grow steadily and the time is not far distant when the state's chief cereal export will be barley.

The committee of dissatisfied stockholders of the American Malting Company recently sent out a circular to shareholders in which they asked for proxies to be used at the annual meeting at Jersey City, November 12, and in which the present management's handling of the affairs was attacked as follows: "The former management earned an average of \$350,000 a year with a working capital gradually reduced by the payment of dividends to less than \$300,000. The new board has been in control for four years, during which time they say they have earned an aggregate of \$1,203,506, or an average of \$309,376 a year. This is their record, although they have had a working capital of over \$5,000,000. The new board reduced the company's annual expense \$125,820.80. The result is that with the running expenses reduced by this large amount, and with unlimited working capital at their command, the present board has earned considerably less than the old board earned with its scanty working capital."

IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports—		Bushels.	Value.
September, 1902	.....	1	\$ 1
September, 1903	.....	69	40
Nine mo. end. September, 1902.	.....	5,333	3,141
Nine mo. end. September, 1903.	.....	7,745	3,990
Exports—		Bushels.	Value.
September, 1902	.....	2,171,823	1,153,888
September, 1903	.....	1,638,820	931,039
Nine mo. end. September, 1902.	.....	5,674,916	2,910,773
Nine mo. end. September, 1903.	.....	4,787,154	2,729,689
BARLEY MALT.		Bushels.	Value.
September, 1902	.....	27,958	20,450
September, 1903	.....	33,826	24,089
Nine mo. end. September, 1902.	.....	317,096	213,949
Nine mo. end. September, 1903.	.....	291,530	213,883

CROP REPORTS

South Dakota is credited with the largest crop of corn in its history and the quality is generally good.

Reports to the Omaha Bee from every county in Nebraska place the corn crop at 213,697,572 bushels, oats at 61,568,342 and wheat at 38,012,051.

Nearly every county in Indiana reports a fair to good yield of corn. The acreage is 4,227,501. The condition of wheat that is up is favorable.

Good rains are reported from the Kansas wheat belt and the early planted is up, showing a perfect stand. The fly is said to have made its appearance in some districts, but is causing no alarm. In central Kansas wheat is practically all in the ground, although seeding in other sections will continue for some weeks.

Grain buyers on the Pacific Coast generally concede that the wheat crop will go to the mills and that little will be available for export. California is taking what wheat can be spared from Washington. It is claimed on the coast that the government estimate of the wheat crop of Oregon, Washington and Idaho is from 12 to 15 million bushels too high.

The Michigan report for November makes the winter wheat condition 84, compared with 83 last year. The acreage is small. An earlier report says that the estimated average yield of oats per acre in bushels is 31 in the southern counties, 30 in the central counties, 29 in the northern counties and 30 in the state. The estimated average yield per acre of corn is 35 in the southern counties, 30 in the central and northern counties and 33 in the state.

The Daily Market Record of Minneapolis figures that nearly 30 per cent of the wheat crop of the three northwestern states had been sold up to October 24, leaving 126,000,000 bushels of the marketable surplus yet on the farm on October 25. This is on the basis of a 200 million bushel crop. The Commercial West still holds to 155 million bushels as the available crop this season, and estimates that 32 per cent of the marketable wheat surplus of the three states has been sold.

Colonel C. T. Prouty, territorial grain inspector for Oklahoma, said recently: "Seeding will be late this year, owing to unfavorable conditions existing in the early fall. Plowing was retarded by drought, but all this is now changed and the ground is in the finest possible condition. The area now in wheat is as large as that of any former year and the work is going on at a rapid rate. Wheat that is up is making a rapid growth, and much of it will have to be pastured. All indications point to next year as being a record-breaker for this cereal in the territory."

The Orange Judd Farmer has compiled statistics, composed of reports from the threshing, and the acreage of oats for 1903 is given as 29,561,000, against 30,146,000 in 1902. The average yield per acre in 1902 was 34.1, and it is estimated that this year it will not be more than 27.8, which will make a decrease in the entire crop of about 200,000,000 bushels. The yield last year was 1,028,220,000 bushels, and this year it is estimated at 823,138,000 bushels. The inferior quality of the crop this year is apparent in the weight of the grain rather than in its color, and is the result of unfavorable conditions for the plant growth, rather than marked bad conditions at the harvest or between harvest and threshing.

The Ohio state report dated Nov. 1 says of corn: "The open season has given ample time for the maturing of corn, much of which was very late. The corn crop is light as compared with the heavy crop of last year, and will fall below even an average crop for the state. The crop was shocked in fairly good condition, but husking is almost at a standstill, owing to the dry condition of the fodder and also the scarcity of farm hands. Very little cribbing has been done. The first killing frosts occurred October 23 and 25, but corn, except a little very late, was matured, so no damage resulted." The estimated area seeded to wheat is 1,903,057 acres, or a shortage of about 7 per cent as compared with a year ago.

Snow estimates the corn crop of 2,346,000,000 bushels, compared with 2,556,000,000 bushels last year. He estimates the yield per acre at 26 bushels, compared with 26.8 bushels last year. His summary says: "The quality of the crop is much better than anticipated earlier in the season, but there is more soft, light and chaffy corn than in the ordinary year." He estimates the corn in the seven surplus states at 1,300,000,000 bushels, compared with 1,700,000,000 bushels last year, the shortage this year being in the districts of commercial supplies. Of winter wheat this authority says: "The acreage seeded to winter wheat is apparently little different from that harvested. In Kentucky and Tennessee there is a sharp decrease owing to the

long summer and fall drought. The seeding was late and present growth is not up to an average, but the general appearance is good."

A special report issued by W. S. Burns, director of the Illinois section of the department of agriculture states that the weather conditions during October were such that corn matured beyond expectations. In the northern districts corn was practically safe before the advent of killing frosts. Only the late planted was affected and this represents a small proportion of the total crop. Comparative estimates of the yield make nearly an average crop of good quality. The corn crop in the central district is in good condition generally. Some complaint is made of injury by frost to late planted, but the bulk of the crop is well matured, and will probably produce an average yield. Wheat seeding has been generally satisfactory, but some sections will show a decrease in acreage.

The Northwest Grain Dealers' Association has issued a statement on the crop of 1903. In it they estimate the total wheat crop at 50,290,974 bushels, an average of 16.1 per acre, of which they believe there will be 26,290,974 bushels for export. The statistics concerning the yield were as follows:

	Acres.	Per Acre.	Bushels.
Wheat	3,123,663	16.1	50,290,974
Oats	1,101,333	36.5	40,198,654
Barley	381,135	29.7	11,319,709
Flax	64,639	9	581,751
			Bushels.
Allow for country mills.....			6,500,000
Allow for seed.....			7,500,000
			14,000,000

The last report of George A. Wells, secretary of the Iowa Grain Dealers' Association, places the general average of the matured corn crop at 38 bushels. He received reports from every county in the state, and has made estimates as to the yield per acre in the different sections, on which he bases the general average estimate. In the northwestern part of the state he says twenty-five per cent will not mature, while the balance will yield thirty-eight bushels to the acre. In the north central district thirty-five per cent is lost, with the remainder yielding thirty-seven bushels per acre. In the northeastern district forty-one per cent is lost and the remainder will produce thirty-two and one-half bushels. Seventy-five per cent will yield thirty-six and one-half bushels per acre in the west central district, seventy-five per cent will yield thirty-eight bushels in the central; seventy-four per cent forty-two bushels in the central eastern district; eighty-seven and one-half per cent, forty-two and one-half bushels in the southwestern district; seventy-three per cent, forty-two bushels in the south central, and seventy-five per cent, forty-two bushels in the southeastern district.

Preliminary returns to the chief of the bureau of statistics of the department of agriculture on the production of corn in 1903 indicate a total yield of about 2,313,000,000 bushels, or an average of 25.8 bushels an acre, as compared with an average yield of 26.8 bushels one year ago, 16.7 bushels in 1901, and a ten-year average of 23.9 bushels. The following table shows for the twenty principal corn states the preliminary estimates of average yield an acre in bushels in 1903, with the final estimates for 1902, and the mean of the averages for the last ten years:

	1903, bushels.	1902, bushels.	Ten-year average, bushels.
Illinois	34.3	38.7	32.8
Iowa	27.0	32.0	31.3
Nebraska	27.3	32.3	29.6
Kansas	26.8	29.9	20.2
Missouri	29.9	39.0	26.8
Texas	24.2	8.1	17.2
Indiana	33.2	37.9	32.1
Georgia	11.7	9.0	10.6
Tennessee	23.5	21.9	21.4
Kentucky	26.6	27.0	24.9
Ohio	30.0	38.0	33.0
Alabama	14.8	8.4	12.3
North Carolina	14.7	13.9	13.0
Arkansas	20.9	21.3	17.5
Mississippi	18.4	11.5	14.2
Virginia	21.8	22.0	19.8
South Carolina	10.3	10.4	9.1
South Dakota	29.3	18.9	21.0
Oklahoma	23.3	25.8	19.5
Pennsylvania	31.2	36.1	33.1
United States	25.8	26.8	23.9

The general average as to quality is 83.1 per cent, as compared with 80.7 last year, 73.7 in 1901 and 85.5 in 1900. It is estimated that about 5.2 per cent of the corn crop of 1902 was still in the hands of farmers on Nov. 1, 1903, as compared with 1.9 per cent of the crop of 1901 in farmers' hands on Nov. 1, 1902, 4.6 per cent of the crop of 1900 in farmers' hands on Nov. 1, 1901, and a six years' average of 6.1 per cent.

The preliminary estimate of the average yield an acre of buckwheat is 17.7 bushels, against an average yield an acre of 18.1 bushels in 1902, 18.6

bushels in 1901, and a ten-year average of 17.6 bushels. The average for quality is 91.4 per cent, against 88.1 last year, 93.3 in 1901, and 90.2 in 1900.

The preliminary returns indicate a flaxseed crop of about 27,300,000 bushels, or an average of 8.4 bushels an acre, as compared with a final estimate of 7.8 bushels an acre in 1902. The average as to quality is 84.9 per cent.

The preliminary estimate of the average yield an acre of hay is 1.54 tons, against an average yield of 1.50 tons in 1902, 1.28 tons in 1901, and a ten-year average of 1.33 tons. The average as to quality is 91.3 per cent, against 85.7 per cent in November last, 91.3 in November, 1901, and 89.7 in November, 1900.

PERSONAL

George Strauch has taken charge of an elevator at Traverse, Minn.

M. S. Hamilton of Letts, Iowa, has taken charge of an elevator at Nichols, Iowa.

Frank Reynolds of Millington, Ill., has taken charge of an elevator at Walnut, Ill.

W. J. Rau has taken charge of the New Farmers' Elevator at Rushford, Minn., as buyer.

Charles Long of Creston, Iowa, has taken charge of Wray Bros.' new elevator at Arispe, Iowa.

D. L. Durkin has resigned his position as buyer for the Monarch Elevator Co. at Frazee, Minn.

Walter Simpson has resigned his position with the Duncombe Elevator Co. at Duncombe, Iowa.

A. M. Salisbury of Lakota, N. D., has taken charge of the Minneapolis & Northern Elevator at Niagara, N. D.

Joe Larson of Wakefield, Nebr., has assumed charge of the Anchor Grain Co.'s elevator at Vista, Nebr.

Charles Larsen succeeds John Van Gundy as grain buyer at the Lockwood Elevator at Slater, Iowa.

Gus. Krueger of Fernando, Minn., is now in charge of the Powers Elevator Co.'s house at Medina, N. D.

E. J. Lien of St. Vincent, Minn., will have charge of the Ameniam Elevator Co.'s new house at West Hope, N. D.

Charles Sutton of Malden, Ill., has taken the position of manager of the Zearing Elevator Co.'s house at Zearing, Ill.

John Underwood of Springfield, Ill., has succeeded H. E. Farnum as manager of the Brainerd Elevator at Pawnee, Ill.

E. G. Provoda has taken charge of the Minneapolis & Northern Elevator Co.'s new elevator at Conway, N. D.

Frank McMunn has removed from Toledo, Ill., to Bradbury, Ill., and taken a position in F. D. Voris' elevator.

A. Mr. Gager of Devils Lake, N. D., has been employed to take charge of the State Elevator at Elanchard, N. D.

Frank L. Plice, a grain dealer of Nankin, Ohio, has purchased a half interest in the Karth Hardware Co.'s business at Ashland, Ohio.

George Bates has resigned his position with the Atlas Grain Co. at Amboy, Ill., and has been succeeded by Peter Deitrick of Mendota, Ill.

F. W. Keehn of Glencoe, Minn., has taken a position with the Peavy Elevator Co. to superintend a line of its elevators in Northeastern Kansas.

W. Graham, who has been employed in McCabe Bros.' elevator at Glasston, N. D., for some time, has taken charge of an elevator for the same firm at Lannsford, N. D.

Edward Standish Westbrook, president of the Westbrook-Gibbons Grain Co. of Omaha, Nebr., and Miss Lydia Grant Moore were married at Trinity Cathedral in that city recently.

P. H. McDearmon, who has been in charge of the Atlas Elevator Co.'s elevator at Houghton, S. D., for some time, has been transferred to the company's house at Columbia, S. D.

Everett A. Shaw, who has been manager of the Northern Grain Co.'s elevator at Arthur, Iowa, has purchased a hardware and furniture business at Rippey, Iowa, and removed to that place.

M. S. Anderson, who has been agent for the Dakota Elevator Co. at Cooperstown, N. D., and John Ruttle, who was the Fergus Falls, Minn., manager for the same company, have exchanged positions.

William Griffin, of the grain firm of Griffin Bros. at Fall River, Mass., was quite seriously injured recently while removing a bale of hay from a upper tier in the firm's warehouse. Some of the other

bales became dislodged and fell upon Mr. Griffin, injuring him internally.

H. M. Lloyd, who has held the position of grain buyer for Henry Throbro at Beason, Ill., for the past two years, has resigned and taken the position as traveling representative for a Chicago grain firm.

Edward Hardt has been appointed chief clerk of the Illinois Grain Inspection Department to succeed E. C. Hawley, who was promoted to the position of registrar made vacant by the resignation of Colonel Dan Hogan.

Arthur Boyle has taken the position of grain buyer at Walnut Grove, Minn., made vacant by the resignation of Arthur Perkins, who has been appointed a deputy weigher in the Minnesota state weighing department.

C. M. Johnson has resigned as wheat buyer for the Imperial Elevator Co. at Tintah, Minn., and taken charge of the Jenkins Elevator at a siding between Tintah and Norcross, Minn. He is succeeded at Tintah by John Larson, who was formerly assistant buyer.

OBITUARY

Fred Hoffman, a grain dealer of Walker, Iowa, is dead.

Maurus Raber, a former grain dealer of Brooklyn, N. Y., died at his residence in that city October 15 from heart failure. Mr. Raber was born in Brooklyn in 1863 and was for a number of years engaged in the grain business in that city in partnership with his father, the late John Raber.

J. Henry French, formerly a member of the Chicago Board of Trade and treasurer of the Procter & Gamble Co. since 1888, died at his home in Cincinnati, Ohio, November 5, of heart failure. The deceased was born in Derby, Conn., in 1828 and went to Cincinnati, in 1849. He removed to Chicago in 1874, where he remained until 1888, when he returned to Cincinnati.

T. Howard Dail, head of the grain commission firm of Dail & Co., and a member of the Baltimore Chamber of Commerce, died recently at his home in that city. The deceased was born near Cambridge, Md., and was a son of the late Thomas J. Dail. For some years the deceased was connected with his father in the wholesale grocery business under the style of T. J. Dail & Co. The commission firm of Dail & Co. was organized later. Mr. Dail was also formerly prominently identified with the steamboat interests of Baltimore.

Frederick Kraus, the veteran miller, maltster and grain dealer of Milwaukee, died at the home of his daughter in that city on October 25. He had been ill since last June, his death being caused by cancer of the stomach. The deceased was born at Newhaus, Germany, in 1843; and at the time of his death was nearly 60 years of age. He came to America with his parents in 1849, the family locating in Jefferson County, Wis., where he received his early education. In 1858 they removed to Milwaukee, where the parents died in 1870. Mr. Kraus entered the employ of a Milwaukee grain commission house in 1860 and there received his first instruction in the grain business. He later entered the employ of Fred Bertschy and worked in the latter's flour mill for several years. Soon after leaving the mill he became a member of the firm of Asmuth, Grau & Co., later Asmuth & Kraus. In 1881 the firm of F. Kraus & Co. succeeded to the business. In 1882 Mr. Kraus organized the Kraus-Merkle Malting Co., of which he was president until he resigned that office in 1894. While abroad in 1885 he became satisfied with the possibilities of pneumatic malting drums and brought back the first drums ever used in this country. He soon afterwards organized the Galland-Henning Pneumatic Malting Construction Co. for the manufacture of the drums in Milwaukee. In 1890 Mr. Kraus, in company with the late William Faist and Robert Nunnemacher, organized the milling firm of Faist, Kraus & Co. This firm built a 2,000-barrel flour mill, known as the Duluth Roller Mill, which was managed by Mr. Faist. The grain commission house of F. Kraus & Co. was later organized. This firm was recently reorganized and incorporated as the F. Krause Co. The deceased was united in marriage to Miss Martha Elising in 1865, who, with two daughters, survives him. Mr. Kraus had been a member of the Milwaukee Chamber of Commerce since 1879. He was prominently identified with the Democratic party and had held several offices of trust in his city. Mr. Kraus was a member of the Masons, Odd Fellows and Knights of Pythias, as well as of several prominent social organizations and clubs.

There is a "combine" by the Nebraska corn pickers who ask 4c per bushel and board. Some farmers have compromised at 3½c.

NEW NATIONAL COMMITTEE.

The following is a complete list of the officers and committees of the Grain Dealers' National Association for the year 1903-1904:

President, H. S. Grimes, Portsmouth, Ohio; First Vice-president, John W. Snyder, Chamber of Commerce, Baltimore, Md.; Second Vice-president, L. Cortelyou, Muscotah, Kansas; Secretary-Treasurer, Geo. A. Stibbens, 98 Board of Trade, Chicago, Ill.

Board of Directors.—I. P. Rumsey, Director at Large, 97 Board of Trade, Chicago; Jay A. King, Nevada, Iowa; D. Hunter, Hamburg, Iowa; H. E. Haliday, Cairo, Ill.; F. P. Lint, Atchison, Kan.; C. B. Jenkins, Marion, Ohio; A. E. Reynolds, Crawfordsville, Ind.; J. C. Robb, Kingfisher, O. T.; Thomas Torrison, Manitowoc, Wis.; G. J. Gibbs, Clifton, Texas; C. E. Patterson, Battle Creek, Mich.; M. F. Swantson, Michigan City, N. D.; A. F. Brenner, Minneapolis, Minn.

Executive Committee.—H. S. Grimes, Chairman, Portsmouth, Ohio; I. P. Rumsey, Chicago; A. F. Brenner, Minneapolis; Jay A. King, Nevada, Iowa; Geo. A. Stibbens, Chicago.

Arbitration Committee.—Jay A. King, Chairman, Nevada, Iowa; W. T. McCray, Kentland, Ind.; A. Gerstenberg, 304 Traders Bldg., Chicago.

Transportation Committee.—S. W. Yantis, Chairman, Buffalo, N. Y.; M. McFarlin, Des Moines,

man, Philadelphia; Arthur R. Sawers, Memphis; Chas. R. Lull, Milwaukee; E. M. Husted, Buffalo; F. M. Murphy, Indianapolis; Thos. Ronald, Boston; T. H. Bunch, Little Rock, Ark.; Kingsley McCallum, Jacksonville, Fla.; Geo. W. Brooke, Atlanta, Ga.; S. T. Williams, Cleveland; R. L. Callahan, Louisville; M. T. Russell, Des Moines; Jas. L. King, West Chester, Pa.; R. G. Greenhow, Vincennes, Ind.; John B. Daish, Washington, D. C.; Jonas F. Eby, Lancaster, Pa.; Walter Gwinn, Huntington, W. Va.; F. E. Winans, 6 Sherman street, Chicago.

LATE PATENTS

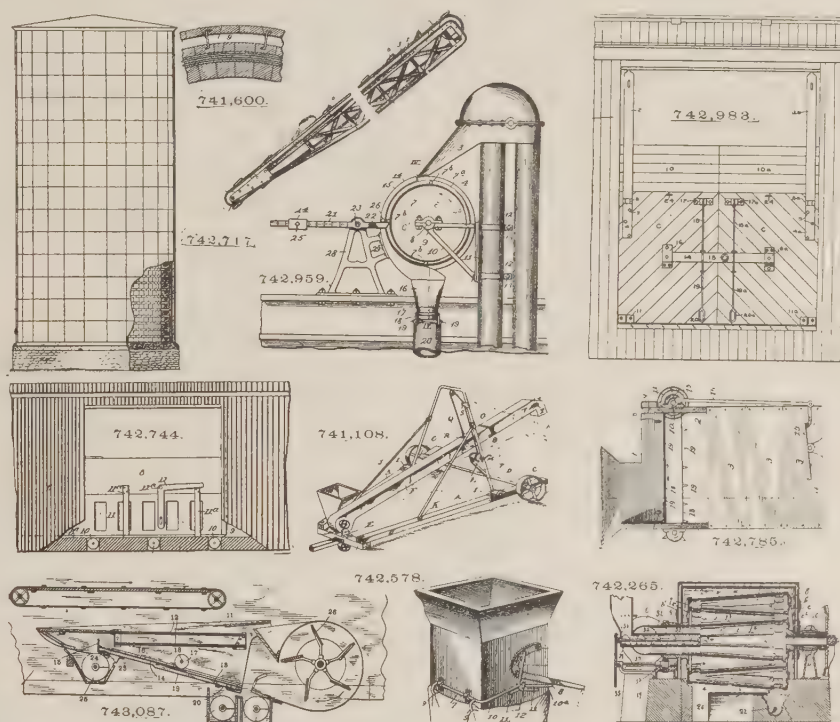
Issued on October 13, 1903.

Portable Elevator.—Joseph E. Camp, Washington, Ill. Filed Mar. 30, 1903. No. 741,108. See cut.

Grain Storage Tank.—George H. Warren and Samuel Fountain, Minneapolis, Minn. Filed Dec. 13, 1902. No. 741,600. See cut.

Issued on October 20, 1903.

Chain for Conveyors, Elevators, Etc.—Abram D. Swegle, Fayette, Mo., assignor of one-half to others. Filed July 18, 1902. No. 741,851.



Iowa; G. L. Graham, St. Louis; W. M. Bell, Milwaukee; A. F. Leonhardt, New Orleans.

Trade Rules Committee.—C. A. Burks, Chairman, Decatur, Ill.; F. B. Wells, Minneapolis; F. O. Padlock, Toledo; C. D. Jones, Memphis; W. S. Washer, Atchison, Kan.

Legislation Committee.—Chas. England, Chairman, Baltimore; Geo. F. Reed, Boston; G. J. Gibbs, Clifton, Texas; John B. Daish, Washington, D. C.; Daniel P. Byrne, St. Louis.

Grain Car Equipment Committee.—H. A. Foss, chairman, 90 Board of Trade, Chicago; F. O. Padlock, Toledo; T. R. Ballard, St. Louis; S. W. Yantis, Buffalo; W. T. McCray, Kentland, Ind.; W. N. Eckhardt, 321 Western Union Bldg., Chicago; G. A. Stibbens, Chicago.

Advisory Committee.—Geo. A. Wells, Chairman, Des Moines, Ia.; C. T. Prouty, Kingfisher, O. T.; E. J. Smiley, Topeka, Kan.; S. B. Sampson, Indianapolis, Ind.; M. G. Ewer, Battle Creek, Mich.; Chas. Barta, Maples, N. D.; H. B. Dorsey, Weatherford, Texas; J. J. Quinn, Minneapolis, Minn.; Geo. Beyer, Decatur, Ill.; J. W. McCord, Columbus, Ohio; G. C. J. Spoerrl, Milwaukee, Wis.

Grain Improvement Committee.—J. L. McCaull, Chairman, Minneapolis, Minn.; E. P. Bacon, Milwaukee, Wis.; Lee Lockwood, Des Moines, Iowa.

Committee on New Members, Local Chairmen.—C. Knox, Toledo, Ohio; R. S. McCague, Pittsburg, Pa.; Walter Kirwan, Baltimore; E. Picker, St. Louis; C. C. Miles, Peoria; M. W. Lee, Minneapolis; Albert C. Fields, New York; J. E. Bridges, Slater, Mo.; G. P. Rose, Nashville, Tenn.; Geo. T. King, Richmond, Va.; Dan Joseph, Columbus, Ga.; C. H. Tingley, Columbus, Ohio; Wm. H. Matthews, New Orleans; Wm. Burke, St. Joseph, Mo.; John H. Miller, Tyrone, Pa.; E. A. Grubbs, Greenville, Ohio; A. T. Nelms, Petersburg, Va.; J. F. Riley, Birmingham, Ala.; Frank Collins, Cincinnati; S. C. Wool-

Issued on October 27, 1903.

Drier.—Robert F. Wentz, Nazareth, Pa. Filed Feb. 14, 1902. No. 742,265. See cut.

Bag Holder.—Paul Brown, Dayton, S. D. Filed Apr. 26, 1902. No. 742,578. See cut.

Portable Conveyor.—William L. McCabe, Seattle, Wash. Filed Dec. 11, 1902. No. 742,717.

Grain Car Door.—Cordilleras L. Robbins, Pekin, Ill. Filed Oct. 16, 1902. No. 742,744. See cut.

Seed Corn Sorter.—Levi P. Graham, Decatur, Ill. Filed May 23, 1903. No. 742,785. See cut.

Issued on November 3, 1903.

Grain Meter.—John S. Blakely, Kansas City, Mo. Filed Jan. 19, 1903. No. 742,959. See cut.

Grain Door for Railway Cars.—Frederick Hachmann, St. Paul, Minn., assignor to Brainard S. Griffin and Benjamin F. Simon, St. Paul, Minn. Filed June 19, 1902. Renewed Mar. 30, 1903. No. 742,983. See cut.

Screen Shoe for Separators.—John N. Kailor and Marshall T. Reeves, Columbus, Ind., assignors to Reeves & Co., Columbus, Ind. Filed June 15, 1903. No. 743,087. See cut.

The steamship Mataafa took out of South Chicago on October 28, 268,999 bushels of grain for Buffalo, making a new cargo record for Chicago. The shipment consisted of 185,399 bushels of corn, 40,000 bushels of rye and 43,600 bushels of wheat.

The Kemper Grain Company received the first car of new corn of the season at Kansas City on October 21. It came from Catoosa, I. T., and was shipped by Samuel Clark. The corn was loaded on September 25 and only reached Kansas City on October 21. It was shelled in transit.

FIRES--CASUALTIES

M. L. Potts & Co., grain dealers at San Antonio, Texas, are reported to have been burned out.

The premises of Montgomery & Co., grain and feed dealers at Harrisburg, Pa., were recently damaged by fire.

W. O. Brackett & Co.'s elevator at Sherman, Texas, was slightly damaged by fire on the afternoon of October 10.

One of the bins in Andrews & Gage's elevator at Milnor, N. D., gave way recently and allowed over 1,000 bushels of flax to escape. It was saved.

The grain elevator on the Chicago & Erie Railroad at Leiters, Ind., was destroyed by fire on the night of October 20. The loss is \$5,000, with insurance of \$2,700.

The Crescent Elevator at Voss, N. D., was burned to the ground on October 20. The house contained a large quantity of wheat. The fire is supposed to have been of incendiary origin.

The Canadian steamer Rosemount, grain laden, ran aground at the lower end of Lake St. Clair, near Detroit, Mich., on November 4. A large part of her cargo had to be removed.

Nels. Knudson, manager of the Cornwall Elevator at Litchfield, Minn., lost one of his fingers and had his forearm broken in two places recently by being caught in the machinery.

One wall of Madden's Elevator at Hays City, Kans., collapsed on October 30 and allowed 5,000 bushels of wheat to run out onto the ground. Cars could not be secured to ship the grain out.

The steamer Kanawha stranded in the fog on Grabel's Point near Port Colborne on the night of November 3. The Kanawha had cleared from Chicago for Montreal with 76,120 bushels of corn.

A recent fire at Aylesworth, Ind., destroyed the elevator owned by Jones Bros., causing a loss of \$8,000. Insurance to the amount of \$3,000 was carried on the plant. The elevator will be rebuilt at once.

The Cleveland Grain Co.'s office at Farmer City, Ill., was burned recently causing a loss of \$300 with \$150 insurance. The fire was caused by cross electric wires. The elevator was not damaged.

The warehouse at Janesville, Ill., owned and operated by the Henderson Elevator Co., of Henderson, Ky., was destroyed by fire on the evening of October 30. The loss is \$4,500 with insurance of \$1,200.

The Arkansas & Texas Grain Co.'s elevator at Texarkana, Ark., was destroyed by fire at 11 o'clock p. m., October 26. The fire is thought to have been of incendiary origin. The loss is \$6,000, with no insurance.

Taylor & Morgan, grain dealers at Tobias, Nebr., suffered the loss of about 1,500 bushels of corn and 300 bushels of oats by fire on the afternoon of October 7. The fire started among the corn cribs and destroyed about 300 feet of cribs and bins.

The loss on the Updike Grain Co.'s elevator at Missouri Valley, Iowa, which was destroyed on October 8, has been settled at 85 per cent of the \$60,000 insurance on the building. The loss on the grain is not yet settled, the insured contending for a total loss on the \$102,500 insurance.

In an attempt to reach the shelter of South Manitou island on November 4, before a storm, the steamer Walter L. Frost, Chicago to Ogdensburg, with a cargo of corn, ran ashore in a fog near Glen Haven, Mich. Her crew were compelled to throw considerable of her cargo overboard.

G. B. Griffin's elevator at Charleston, Ill., was damaged by a fire that started on the roof of the cupola on October 21, and a spark from a passing locomotive is supposed to have been the cause. The damage to the building is estimated at \$50, and to the contents, by water, at \$100; covered by insurance.

Barrick & Elchelberger's grain warehouse and office at Rocky Ridge, Md., was destroyed by fire on the night of November 2. The warehouse was occupied jointly by the above firm and by the Western Maryland Railroad Co. The contents of the building including about 1,400 bushels of wheat and several carloads of hay and straw, were burned. The loss is partly covered by insurance.

The steamer Manhattan, owned by J. C. Gilchrist, of Cleveland, and carrying a cargo of 76,000 bushels of wheat from Duluth to Sandusky, ran aground off Grand Island, Mich., on the morning of October 27, and taking fire, burned to the water's edge. The steering gear had become disabled and the steamer ran upon a reef near the island, a lantern overturning when she struck. The total loss on the vessel and cargo is \$125,000, with insurance of \$50,000

on the steamer. The grain was insured, but the amount is not named.

Charles B. Laughlin, superintendent of the Brinson-Waggoner Grain Co.'s transfer elevator at Seneca, Mo., was accidentally killed by being run over by the cars on the afternoon of November 5, while he was engaged in work about the elevator.

J. N. Hairgrove & Co.'s elevator at Carlinville, Ill., burned to the ground at 6:40 o'clock p. m., October 21. The building contained about 1,000 bushels of wheat, which was also destroyed. The fire was caused by a spark from a passing locomotive. The loss on the building is \$5,000, partially covered by insurance.

The large elevator at Lovington, Ill., owned by Bartlett, Kuhn & Co., was destroyed by fire on October 23. The total loss on the building and contents is estimated at \$40,000. The elevator contained 35,000 bushels of oats and 10,000 bushels of corn. The fire started in the dust room and was caused by a hot journal.

One of the Flavell Milling Co.'s elevators at Lindsay, Ontario, was badly damaged by fire on the morning of October 22. The fire started in the cupola. The elevator contained about 60,000 bushels of grain, the greater part of which was damaged. The loss is estimated at several thousand dollars and is covered by insurance.

Fire at Philadelphia, Pa., on October 30 destroyed the Baltimore & Ohio Elevator, together with its contents, consisting of 500,000 bushels of grain, and W. S. Woodward & Co.'s flour mill. The fire started on the first floor of the mill and spread to the elevator. One fireman was burned to death and six others injured by falling walls. The total loss is estimated at \$200,000.

E. J. Pennie, employed in the Argentine Elevator at Argentine, Kans., died recently from the effects of injuries received while inspecting the machinery. His coat sleeve caught in a chain and before he could be released both his arms were dislocated and he was so badly bruised about the head and body that he died a few hours later. Mr. Pennie was 29 years of age.

Armour & Co.'s Elevator "A" at Savannah, Ill., was burned on the morning of November 11. The elevator contained 200,000 bushels of grain which was also destroyed. The loss on the grain is estimated at \$70,000 and on the building at \$30,000. Insurance to the amount of \$35,000 was carried on the elevator and contents. The Chicago, Milwaukee & St. Paul Railroad lost six cars of grain valued at \$3,000 which were standing on the tracks ready to be unloaded.

Fire at Danvers, Ill., on October 22 destroyed Andrew Drohan's grain elevator, causing a loss of \$26,000 on building and contents. The fire was discovered at 10:40 o'clock p. m., but owing to the fact that the local water works were undergoing repairs, nothing could be done to save the elevator. The building was erected less than a year ago and cost about \$11,000. Mr. Drohan had only \$8,000 insurance on the elevator and contents. The cause of the fire is unknown.

Edith Brandt, the 13-year-old daughter of Samuel Brandt, engineer at the Wayne Paper Co.'s plant at Hartford City, Ind., was smothered to death under 1,000 bushels of shelled corn in W. B. Cooley's elevator in that city on October 17. The girl and her brother were playing in the elevator without the knowledge of the man in charge. He started up the machinery not knowing the child was in one of the bins, and she was buried under the grain. Her body was not recovered for several hours.

Bartlett, Frazier & Carrington's 350,000-bushel elevator at Kankakee, Ill., was burned at 2 o'clock a. m., October 24. The fire was discovered by a night watchman, but the cause is not known. It is attributed to incendiarism. The elevator was built about twenty years ago and had an original capacity of 250,000 bushels, which was increased in 1899 to 350,000 bushels. The house was used as a transfer elevator for the company's smaller elevators on the 3-I Railroad and contained about 250,000 bushels of corn and oats at the time of the fire. The loss is \$150,000, with insurance of \$126,500. The building and machinery were valued at \$35,000.

The elevator, hay sheds, stables and other buildings on Florida avenue, Washington, D. C., owned and operated by Silas S. Daish & Sons, were burned at 11 o'clock a. m., October 10. The fire started in the stables and quickly spread to the other buildings. It was discovered by the foreman of the elevator, who gave the alarm. The elevator was of brick construction, 125x50 feet in dimensions, and 150 feet in height. The most of the other buildings were also of brick. The fire department was hampered in fighting the flames by the lack of pressure in the mains, and by the scarcity of openings in the elevator, there being but two doors on the side accessible, and this made it difficult to reach the fire with water. The loss is estimated at between \$75,000 and \$100,000, with insurance of about \$60,000. The buildings and site were valued at

\$325,000. The Baltimore & Ohio Railroad Co. were negotiating for their purchase as an addition to its railway terminal.

The Farmers' Grain and Live Stock Co.'s elevator, recently completed at Pretty Prairie, Kans., was destroyed by fire on October 11. The house contained about 20,000 bushels of wheat. The elevator was valued at \$5,000, and \$10,000 insurance was carried on the building and contents. A freight car loaded with wheat was also burned. The fire was discovered while the people of the town were at church. Services were promptly dismissed and the congregations and pastors assisted in fighting the fire. The elevator will, in all probability, be rebuilt.

TRANSPORTATION

The Burlington has announced through rates from Nebraska to Minneapolis on the same basis as the Great Western's proportional rates.

The advance in rates scheduled some time ago for about the middle of November, it is said, will be made effective probably not later than December 8.

The embargo on oats, wheat and rye for local delivery from the West to Baltimore has been lifted. This embargo was placed on Baltimore several weeks ago. There has been no embargo on grain for export.

A corporation has been chartered in New Jersey, capital \$300,000, to build a railroad from Mankato, Minn., via St. Cloud, to Duluth, to be called the Central Minnesota Railroad Co. The territory through which the road is to pass is a rich but unrailed district.

There will be few, if any, grain-storage cargoes held by vessels at Chicago this winter, according to vessel owners and shippers, who say that this former custom is unpopular, not only because of the risk entailed, but because of greatly enlarged elevator capacity and insurance.

It is now proposed to let the Gould-Rockefeller Wabash line of railroads into Philadelphia over the Belt Line System controlled by the Philadelphia Board of Trade and Commercial Exchange. Business men of that city are greatly pleased over the possibilities of transportation competition.

Lines to the gulf ports are making strenuous objection to having the grain rates raised from Missouri River points or else lower from there to Chicago. Market quotations on November 6 showed grain in Galveston at the same price as in Chicago. The rate from Kansas City to Galveston on grain is 17 cents and to Chicago 11.7 cents.

A press report from Montreal, Canada, under date of October 23, comments on the grain rate situation as follows: "The leading steamship companies were notified to-day that the minimum grain rate agreement entered into a year ago with all the Canadian, American and English steamship companies had been broken by the American lines running out of Boston. This minimum rate agreement, as arrived at a year ago, placed the lowest rate at 3 cents a bushel, and the Boston companies started shipping at a 2½-cent rate. Just now the companies running from this port are securing 3¼ to 3½ cents a bushel for the present season, and the smashing of the agreement will not have any effect on this port, as all the grain that was to come from the West had either been shipped or had been contracted for."

The Canadian Pacific Railway Co.'s revised grain and flour tariff went into effect on October 7. It shows an average reduction of 2 cents per hundred pounds in Manitoba and 3 cents in the territories, as compared with the tariff which it supersedes. Bran and shorts are included in the wheat and flour rate, while oats, barley, spelt and oatmeal carry a higher rate. The new tariff does not, as was expected, meet the 10-cent tariff of the Canadian Northern Railway, which was recently put into effect, but is really one cent higher. There will be a 10-cent rate on wheat and flour from Winnipeg eastward on the main line, which affects only Winnipeg and Beausejour. This is 4 cents per hundred less than the old rate. The Canadian Northern has cancelled its recent 10-cent tariff and increased its rate to meet the new one of the Canadian Pacific, so that at all points west of Winnipeg and on the branch lines east of the Red River the 10-cent rate is a thing of the past. The new rates now in effect are practically as follows: The Canadian Pacific reduces the wheat and flour rate from Winnipeg to the lakes by 4 cents a hundred and the wheat and flour rate from all points west of Winnipeg by 3 cents per hundred. It reduces the rate on coarse grains by 2 cents per hundred. On the other hand the Canadian Northern reduces rates on flour by one cent per hundred and raises the wheat rate one cent per hundred west of Win-

nipeg. The present rates were agreed upon as a result of the negotiations between the officials of the Canadian Pacific and Hon. R. P. Roblin, premier of Manitoba.

The traffic department of the Toledo St. Louis & Western Railroad (Clover Leaf) has announced a reduced rate on export grain from St. Louis to the Atlantic seaboard. The cut reduces the regular rate of 16½ cents from St. Louis to New York to 15 cents, or only one cent above the Chicago rate, instead of 2½ cents, the agreed difference. The Central Freight and Trunk Line Association roads have given notice that they would not pro rate with the "Clover Leaf" at this reduced rate, but the company is taking the business just the same, and there is a suspicion that some of its eastern connections co-operate with it secretly. The "Clover Leaf" is believed to be making a bid for a differential rate out of St. Louis as against Chicago. The eastern roads are not inclined to consent, as this would open up all the western territory to a cheaper rate than could be obtained through Chicago, except during the navigation season.

SALES OF CORN SHELLERS AND CLEANERS.

During October Barnard & Leas Mfg. Co. of Moline, Ill., sold corn shellers and cleaners to the following:

Weller Mfg. Co., Chicago, Ill.; B. S. Constant Co., Bloomington, Ill.; B. F. Gump Co., Chicago, Ill.; Herdman-Harrison Milling Co., Morrisville, Ill.; Grafton Bros., Macomb, Ill.; Buck & Tool Milling Co., Bloomfield, Mo.; Bowers & Brown, Broken Arrow, I. T.; F. P. Otis, Blue Springs, Nebr.; P. S. Heacock, Preston, Nebr.; H. O. Barberg & Sons, Loomis, Nebr.; Foss Mill & Ele. Co., Foss, Okla.; H. W. Caldwell & Son Co., Chicago, Ill.; A. M. Applegate, Pearl, Ill.; Nordyke & Marmon Co., Indianapolis, Ind.; Van Buskirk Bros. & Co., Shenandoah, Ia.; C. A. Snyder, Waynestown, Ind.; W. D. Allen Mfg. Co., Chicago, Ill.; W. T. Pyne Mill & Supply Co., Louisville, Ky.; C. M. Hancock & Son, Woodslee, Ontario; Western Seed & Irrigation Co., Fremont, Nebr.; J. R. Sechlers' Sons, Hixton, Wis.; Jameson & Sullivan, Canton, Ill.; J. S. Minor & Son, Louisville, Ky.; Bartlett Milling Co., Joplin, Mo.

SALES OF BOSS CAR LOADERS.

The Maroa Mfg. Co. of Maroa, Ill., report recent sales of Boss Car Loaders to the following:

Goodrich Bros. Hay & Grain Co., Gaston, Ind.; Phillip Smith, Sidney, Ohio; Miltner & Co., Wichita, Kans.; Weller Mfg. Co., Chicago, Ill.; Goodrich Bros. Hay & Grain Co., Lynn, Ind.; Hubbs, Lewis & Beggs, Orleans, Ill.; A. C. Plumb, Lyons, Kans.; Philip Smith, Sidney, Ohio; W. W. Smith & Son, Holyrood, Kans.; Baker & Edmunds, Lorraine, Kans.; L. W. Baker, Maplewood, Ohio; Steckel Bros., Ellinwood, Kans.; Theodore Fortman, Crosswell, Ohio; L. F. Ellermeier, Swanton, Nebr.; Fox & Hess, Coldwater, Ohio; Byrnes & Co., St. Marys, Kans.; J. B. Johnson & Son, Darien, Wis.; Thos. Reilly, St. Marys, Kans.; J. O. Finch & Son, Hedrick, Ind.; Manitowoc Malting Co., Manitowoc, Wis. (3); Fancy Prairie Grain & Coal Co., Fancy Prairie, Ill.; J. F. Sims, Frankfort, Ind.; Kersten & Smiley, Plainfield, Ill.; N. Bentz, Nokomis, Ill.; A. L. Duncan & Son, Seaton, Ill.; Carroll Elevator Co., Decatur, Ind.; Oscar Jones, St. Francisville, Ill.; E. T. O'Hara, Lockbourne, Ohio; J. H. Snowden, Lerna, Ill.; P. B. & C. C. Miles, La Hogue, Ill.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FOR SALE.

Second-hand bags of all kinds for grain, feed, etc., for sale.

WM. ROSS & CO., 133 E. Kinzie St., Chicago, Ill.

ELEVATORS

KANSAS ELEVATORS.

Elevators for sale in Kansas. Address
E. J. SMILEY, 37 Crawford Bldg., Topeka, Kans.

FOR SALE.

Modern, up-to-date elevator in good town in Central Illinois. Address

BROWN, Box 11, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Elevator in good corn territory in Central Illinois, handling 300,000 bushels of grain and good coal trade. Write

C. A. BURKS, Decatur, Ill.

FOR SALE.

Elevator, coal, feed, seed and hay business for sale on A. T. & S. F. Ry.; 10-h. p. gasoline engine, feed grinder, etc. Write for particulars.

H. C. JEFFERS, Granada, Colo.

FOR SALE.

Elevator for sale at a decided bargain; 100,000 bushels' capacity. Owner sick and wishes to quit business at once. Elevator located in Kansas City, now running and in first-class repair; good track-age and free switching. Apply to

SECRETARY BOARD OF TRADE, Kansas City, Mo.

FOR SALE.

Elevator, 40,000 bushels' capacity, 35 h. p. steam; machinery new 1892; steam shovel, cleaner, corn-sheller, feed mill, track scales. Handling from all railways entering Kalamazoo—Michigan's best winter wheat section. Patrons 41 years, millers, all Eastern States. Excellent opportunity, large trade, wheat, rye, corn, oats, wool, seeds, coal, flour, feed, etc. Population city, 30,000. On main street, one-quarter mile from business center. Original cost building, machinery, \$20,000; convertible into flour mill; no merchant mill here. On valuable business lot, 97 feet front, 165 deep. Entire property, \$7,000 cash—no trading. Address,

J. L. SEBRING & CO., Kalamazoo, Mich.

SCALES

FOR SALE.

Fairbanks Railroad Track Scale, 60-ton, with registering beam, in good condition, for sale.

D. ROTHSCHILD GRAIN CO., Davenport, Ia.

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

MACHINERY

FOR SALE.

Slide valve, center crank engine, 9x12, good as new. For particulars write

PRACTICAL MILLING CO., Shenandoah, Iowa.

FOR SALE.

Barley Separators, Printz & Rau make, one No. 1½ and one No. 2½, for sale.

D. ROTHSCHILD GRAIN CO., Davenport, Ia.

FOR SALE.

A Nordyke & Marmon Three-Pair-High 9x18 Feed Mill, new having been used but little. Address

HOME & EXPORT MILL CO., Goodhue, Minn.

FOR SALE.

Foos Gas or Gasoline Engine, 12 or 14 horsepower, for sale; first-class condition; same as new. Address

H. C. TEETER, Hagerstown, Ind.

FOR SALE.

One No. 1 Victor Sheller, one No. 1 Cornwall Cleaner and one 14-horsepower Charter Gasoline Engine.

HORNER ELEVATOR & MILL CO., Lawrenceville, Ill.

FOR SALE CHEAP.

Three Barnard & Leas Dustless Separators, 1882 pattern. Want to make room for large capacity separators. Address

J. F. HARRIS & CO., Burlington, Iowa.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.

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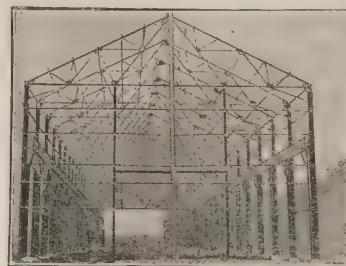
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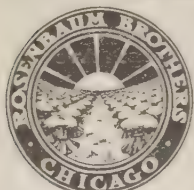
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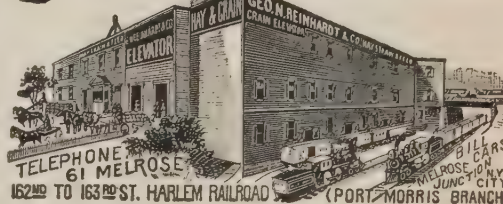
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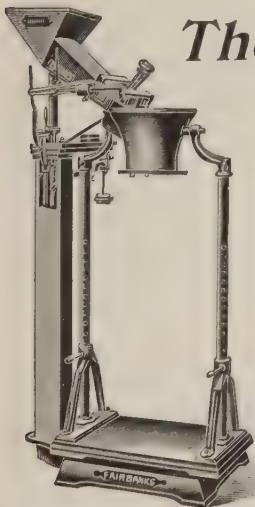
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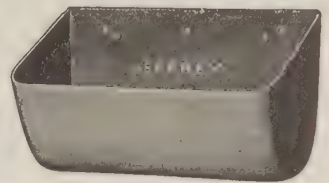
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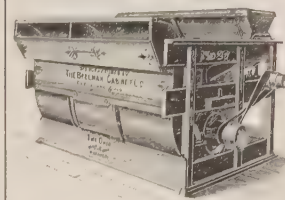
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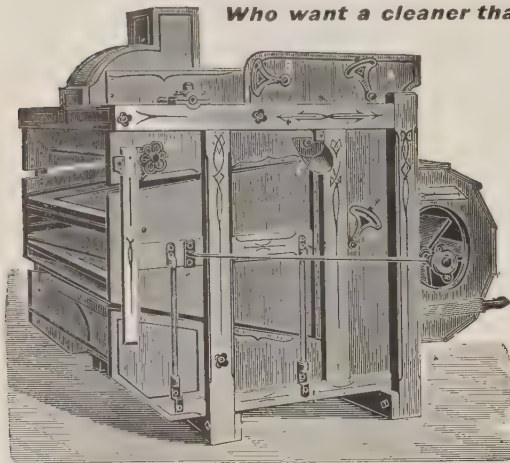
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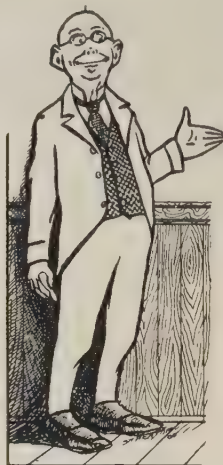


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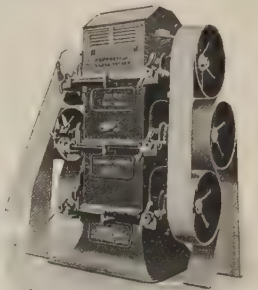
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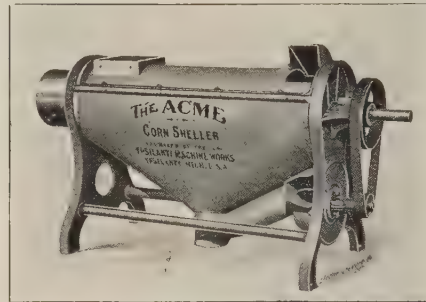
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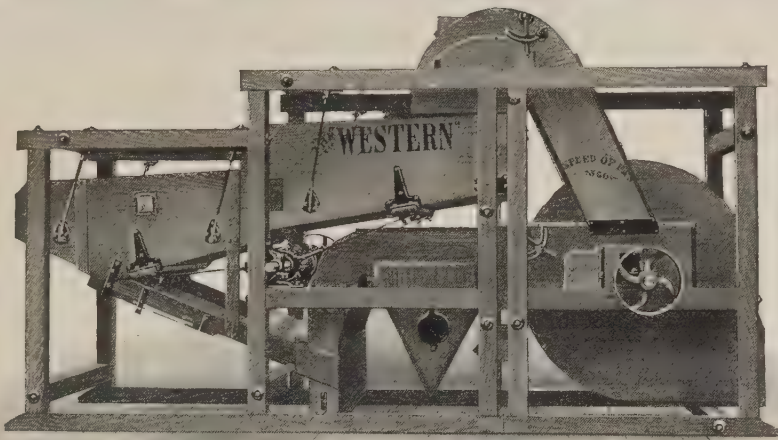
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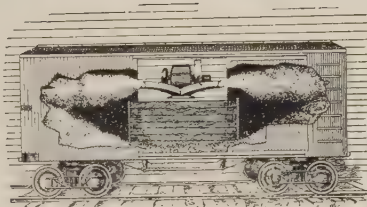
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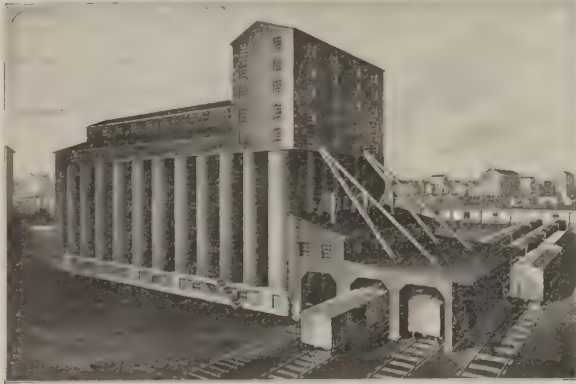
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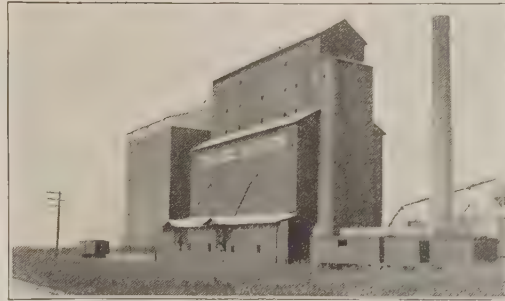
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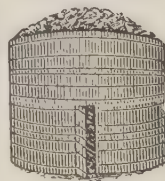
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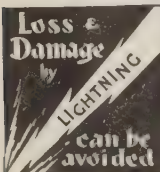
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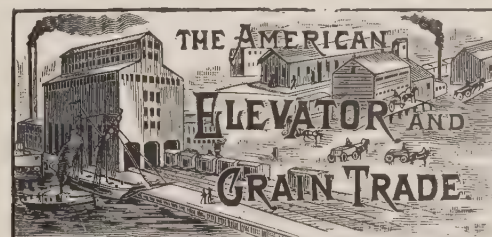
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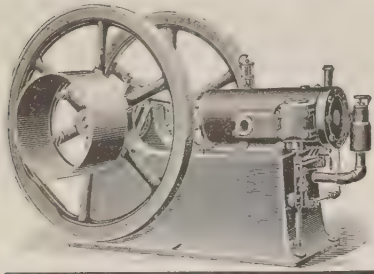
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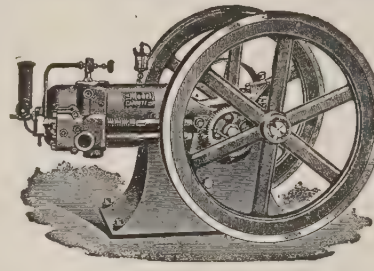
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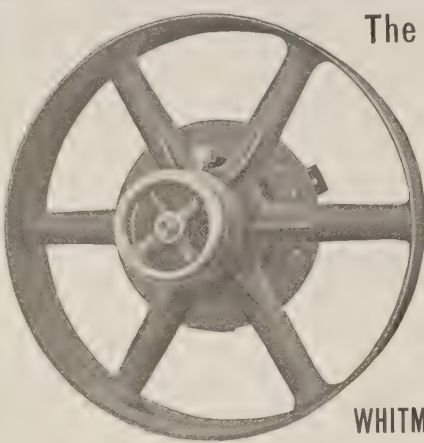
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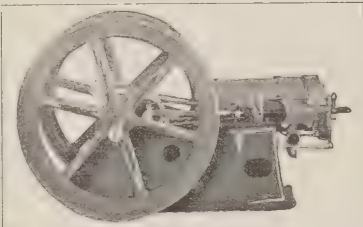
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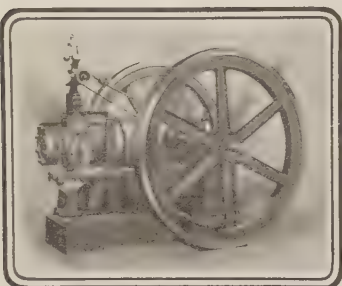
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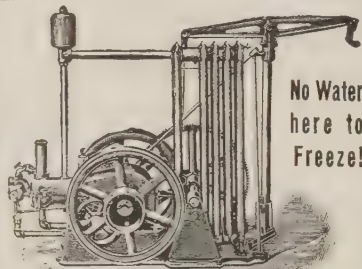
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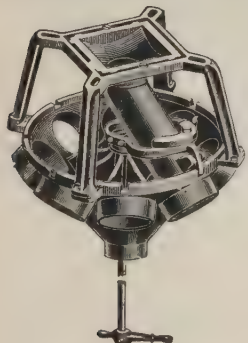
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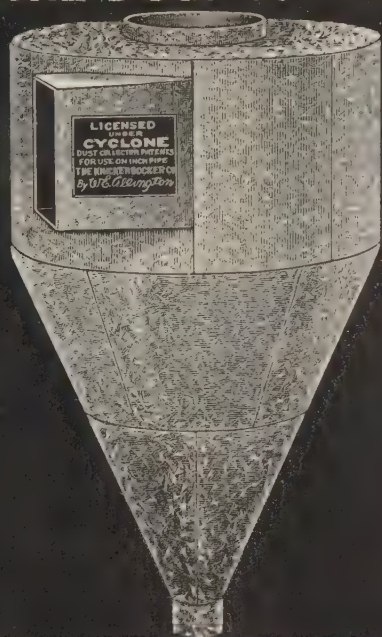
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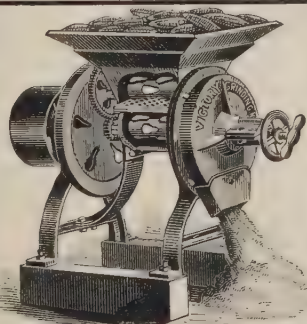
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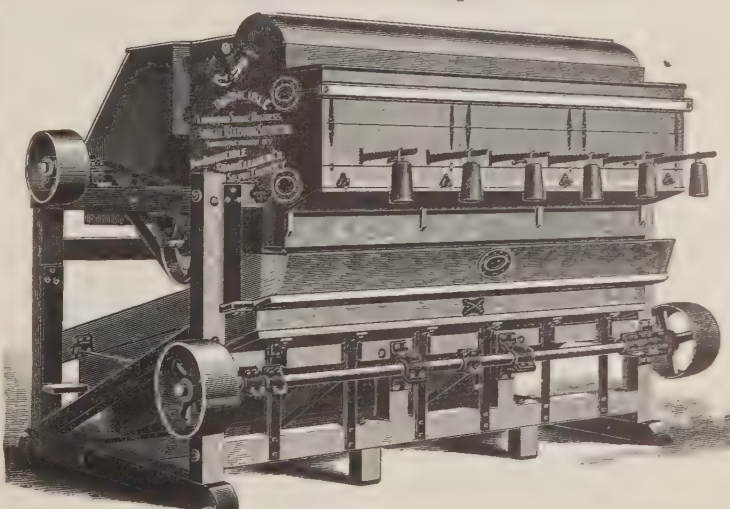
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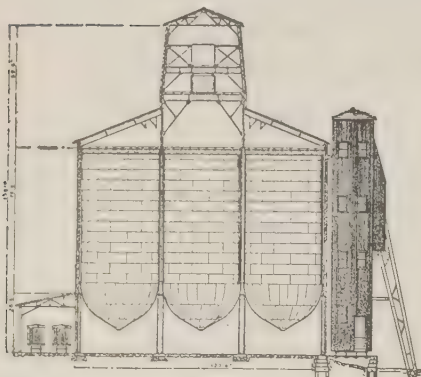
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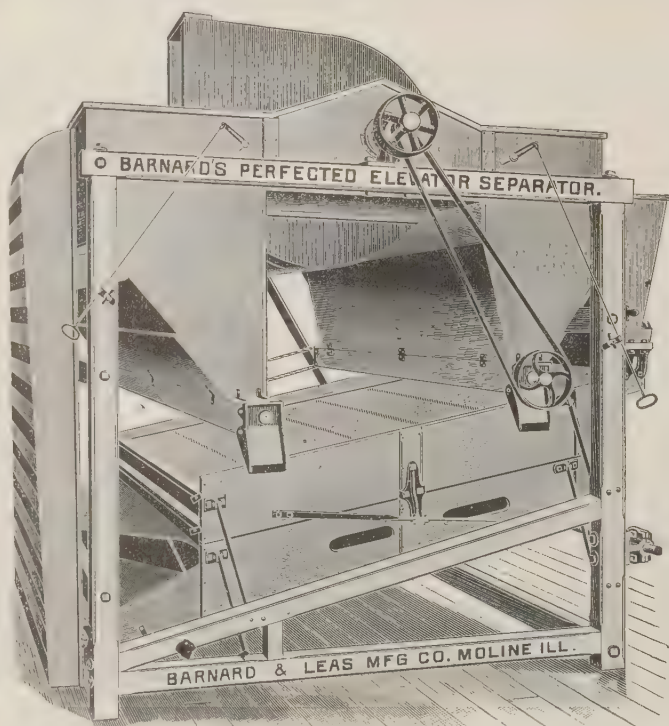
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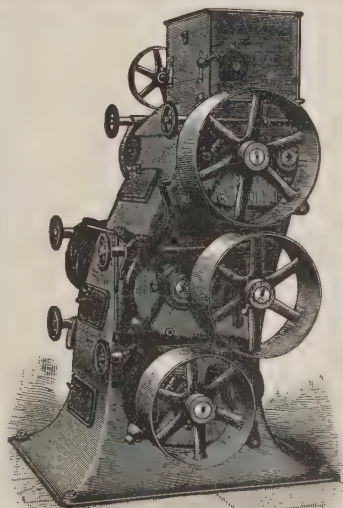
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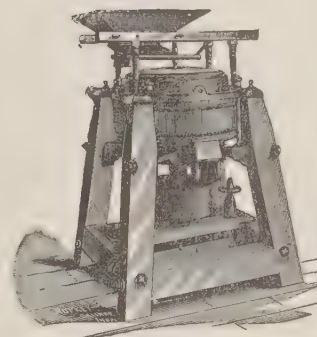
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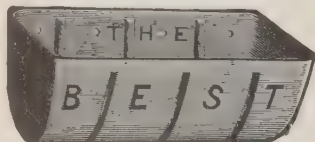
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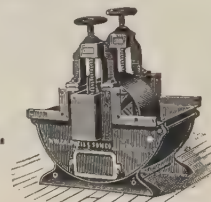
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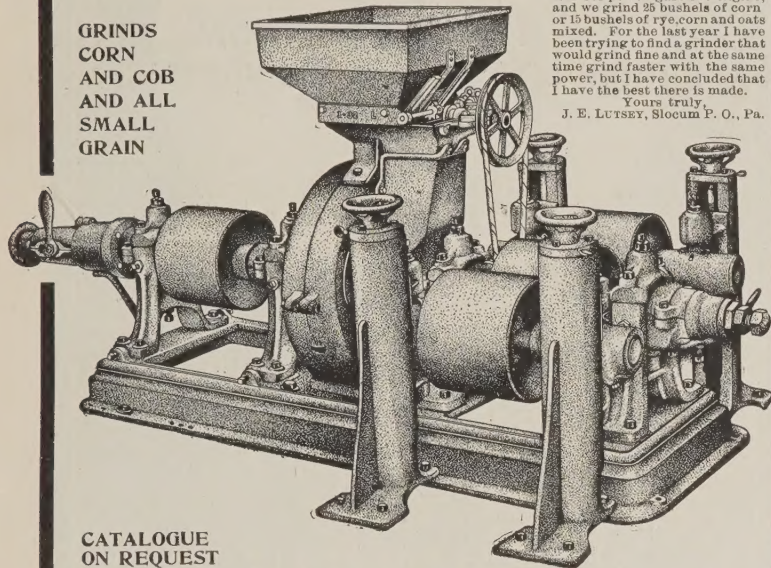
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**Elevating, Conveying
—AND—
Power Transmitting Machinery**

SPECIALTIES for GRAIN ELEVATORS and MILLS

Sprockets and Link Belting
Elevator Boots and Buckets

Spiral Conveyors
Flexible Spouts, Swivel Spouts



Shafting, Couplings, Bearings, Wood and Iron Pulleys, Gearing,
Twin Heads and Special Elevator Belting.

Special Facilities for the Manufacture of Rope Drives.

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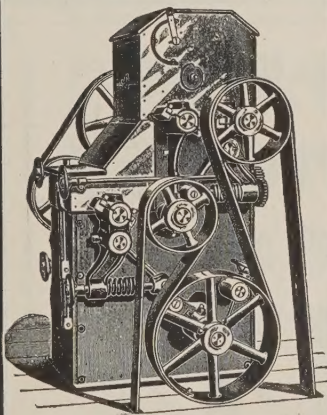
ASTRONG POINT

In favor of using Northway Feed Mills is the fact that they are guaranteed to grind more bushels to the horse power than any other feed mill made. That's one good point about

NORTHWAY FEED MILLS

They have many others and it will certainly pay the prospective purchaser of a feed mill to investigate their merits before buying any other. That's all we ask—investigate them. Write us for anything in Elevator or Flour Mill Supplies.

STRONG & NORTHWAY MFG. CO.
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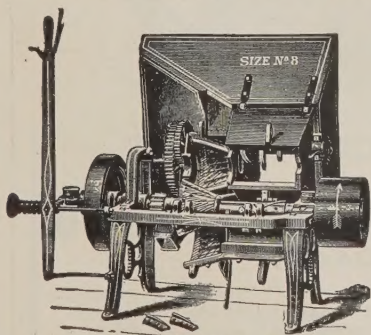
Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS. DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best.

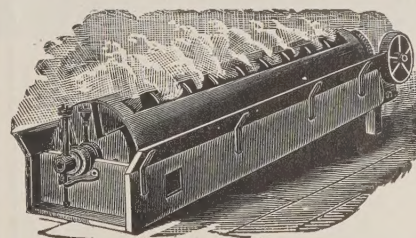
SEVEN SIZES: 2 to 25 H. P.
Circular sent for the asking.



Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

WHY NOT USE THE ORIGINAL CUTLER STEAM DRYER,



Which is also a successful

Wheat Heater or Temperer
or Dryer for Washed
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry
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Not an Experiment. In successful use 25 years drying

CORN MEAL AND HOMINY,

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ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.

The FLOUR CITY —IMPROVED— DISTRIBUTING SPOUT

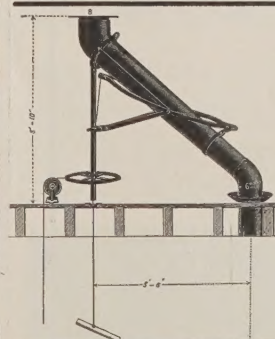
COMBINES

Strength with Simplicity,
Ease of Operation with Certainty of
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Making the Flour City the best distributing spout on
the market to-day. Write to-day to

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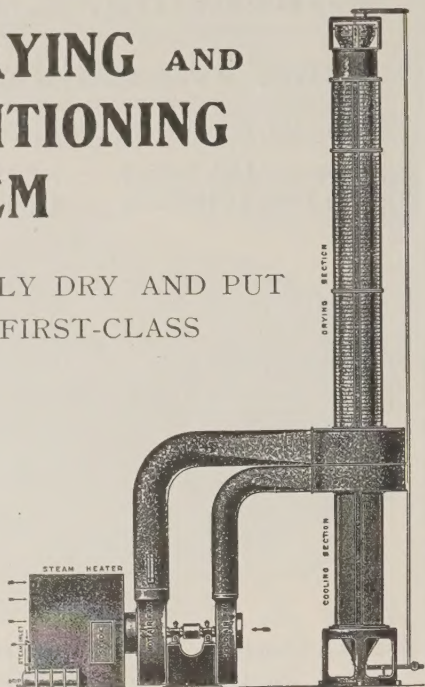
THE "EUREKA"



GRAIN DRYING AND CONDITIONING SYSTEM

WILL COMPLETELY DRY AND PUT
DAMP GRAIN IN FIRST-CLASS
CONDITION.

IS COMPLETE,
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IN OPERATION,
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SMALL SPACE.



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SILVER CREEK, N. Y.

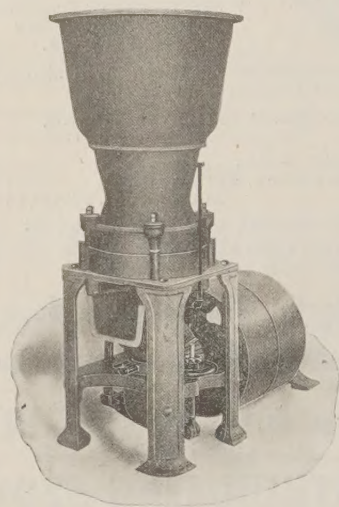
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MANUFACTURERS OF Sullivan Corn Crushers

For CRACKING, CRUSHING and
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THE No. 12 Crusher,
shown herewith, is
a complete and portable
machine, with hopper,
tight and loose pulleys
and attachment for
shelling :: Capacity,
cracking to size half
that of kernel, 125 to
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We build five other styles, adapted to any
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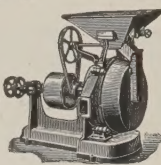
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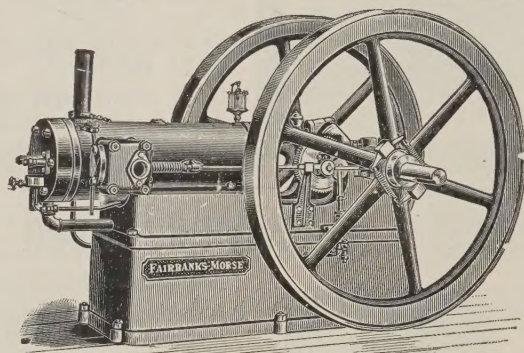
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ARE LIKE
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Thousands of the Scales and hundreds of
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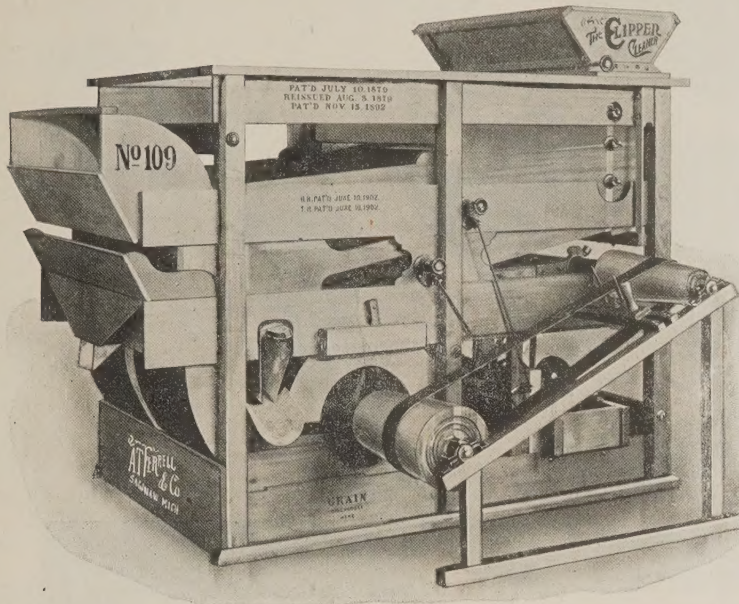
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No. 109 Clipper Seed Cleaner



The "CINCINNATI SPECIAL" Cleaner

shown in cut, was designed especially for handling large quantities of very dirty timothy, red top and other light seeds. The first seven machines made in this style are operated in Cincinnati, from which fact the machine derives its name.

The No. 109 requires from two to three horse power when run to full capacity of 65 to 100 bushels of seed per hour, or 300 to 400 bushels of grain per hour. It has a screen surface 42x60 inches and a shoe that carries three full length screens and one half-length scalper screen, composing a set of coarse and fine scalpings and two grade screens.

This machine is adapted to cleaning all kinds of seeds and is being successfully used by some of the largest dealers in the country. Like all "Clippers" it is a combination machine, and gives equally good results on both seeds and grain when equipped with the proper screens. The No. 109 has Traveling Brushes and Special Air Controller, two features of "Clipper" superiority well known all over the United States and Canada wherever seeds are handled.

Write for new catalog and full particulars.

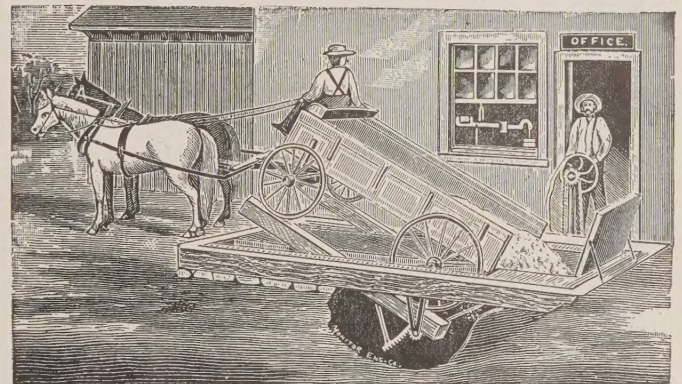
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DRYING GRAIN BY NATURE'S OWN METHOD

Means something more than merely kiln drying it. It means the putting of every kernel into its normal condition. You can do this, but only in a Paine-Ellis Drier. It will handle with equal facility grain containing 50 per cent moisture to that simply damp and musty. It will operate successfully and rapidly at a temperature as low as 110 degrees; a point that practical millers and elevator men will appreciate. Adapted to a wide range of usefulness. Millions of bushels successfully handled annually. Write us for particulars. :: ::

The Paine-Ellis Grain Drier Co.
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At FIFTY CENTS apiece are CHEAP, but they do not represent a better investment than we offer the "elevator and grain trade" in our

Controllable Wagon Dump.

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MESSRS. SAVAGE & LOVE CO., Rockford, Ill.

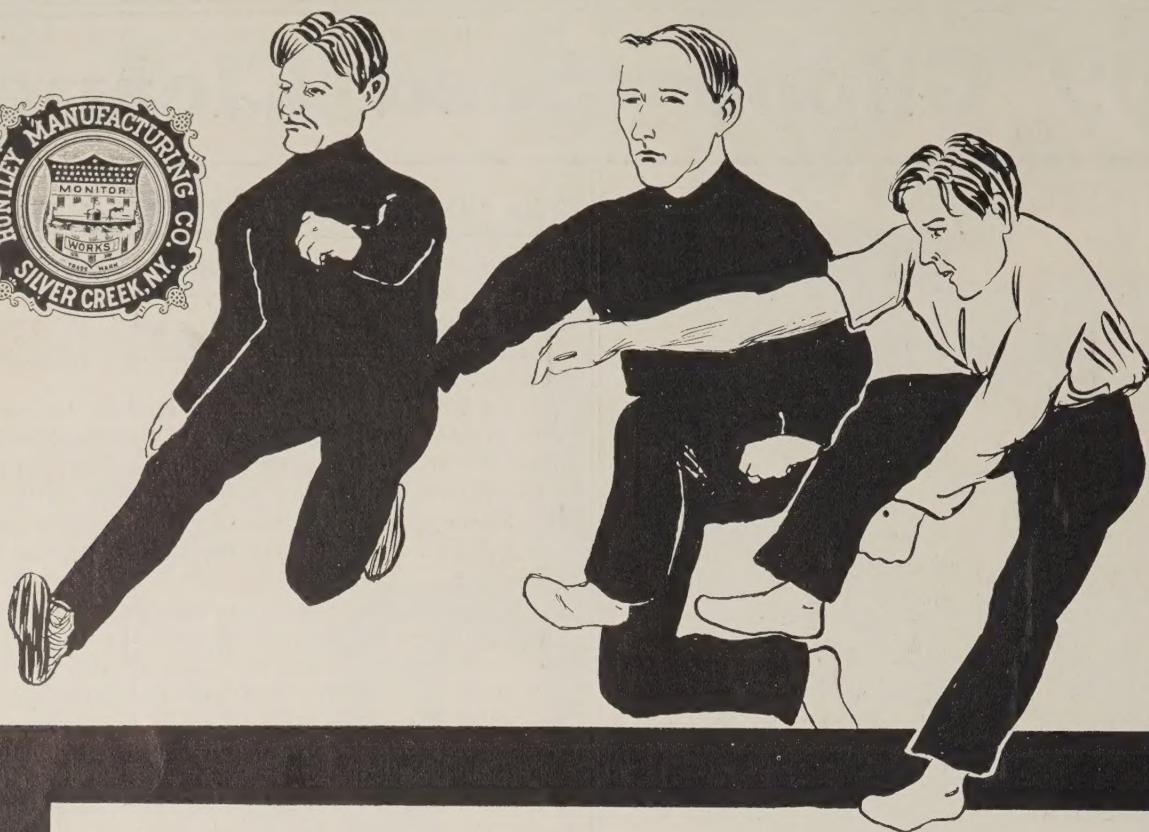
GENTLEMEN:—Your favor of the 28th ult. received and noted. Last July I put one of your Controllable Wagon Dumps in a Fairbanks, Morse & Co.'s 22-ft. scale, and it has given me entire satisfaction in every respect. In this locality the bulk of grain is as yet handled in sacks, and by tipping the Dump about one-half it makes a nice slant, making it very easy to pull the sacks to back end of wagon, where strings are cut and grain runs out into bin below. Every farmer, without exception, speaks in glowing terms of the merits of this Dump. In unloading loose grain from wagon there is no dump that will equal yours in being easily handled and always under control of operator. No scaring horses, no dropping of wagon and no noise. I consider a grain elevator incomplete without the Savage & Love Controllable Wagon Dumps.

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is the one who invariably produces the cleanest grain and, therefore, the highest quality output. This fact is so well known that it is folly to take any chances in securing this vital end when there is one certain, positive and dependable way to secure the maximum of cleanliness in your grain—by using MONITOR GRAIN CLEANING MACHINERY.

We are ready to demonstrate to you that MONITOR GRAIN CLEANING MACHINERY is actually producing the most satisfactory results for most of the successful grain handling concerns of the country. Others, of course, make strong claims for their machines, but MONITOR MACHINERY gives the STRONGEST PROOF OF SUPERIORITY IN ACTUAL OPERATION. We would be pleased to refer you to some elevators and warehouses in your territory, which are accessible, where you can see MONITOR MACHINERY at work, or we will be glad to demonstrate its efficiency on your floors. Whatever machines you try, don't place an order until you are fully familiar with the Monitor line, which includes Monitor Warehouse and Elevator Separators, Smutters and Flax Cleaners, Oat Clippers, Seed Cleaners and kindred Elevator Machinery. We also build all types of Separators—compound shaking if so desired—and are equipped with the latest machinery for building large Separators and Oat Clippers of all steel construction of the latest type. Estimates on any class of machines cheerfully furnished.

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